



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

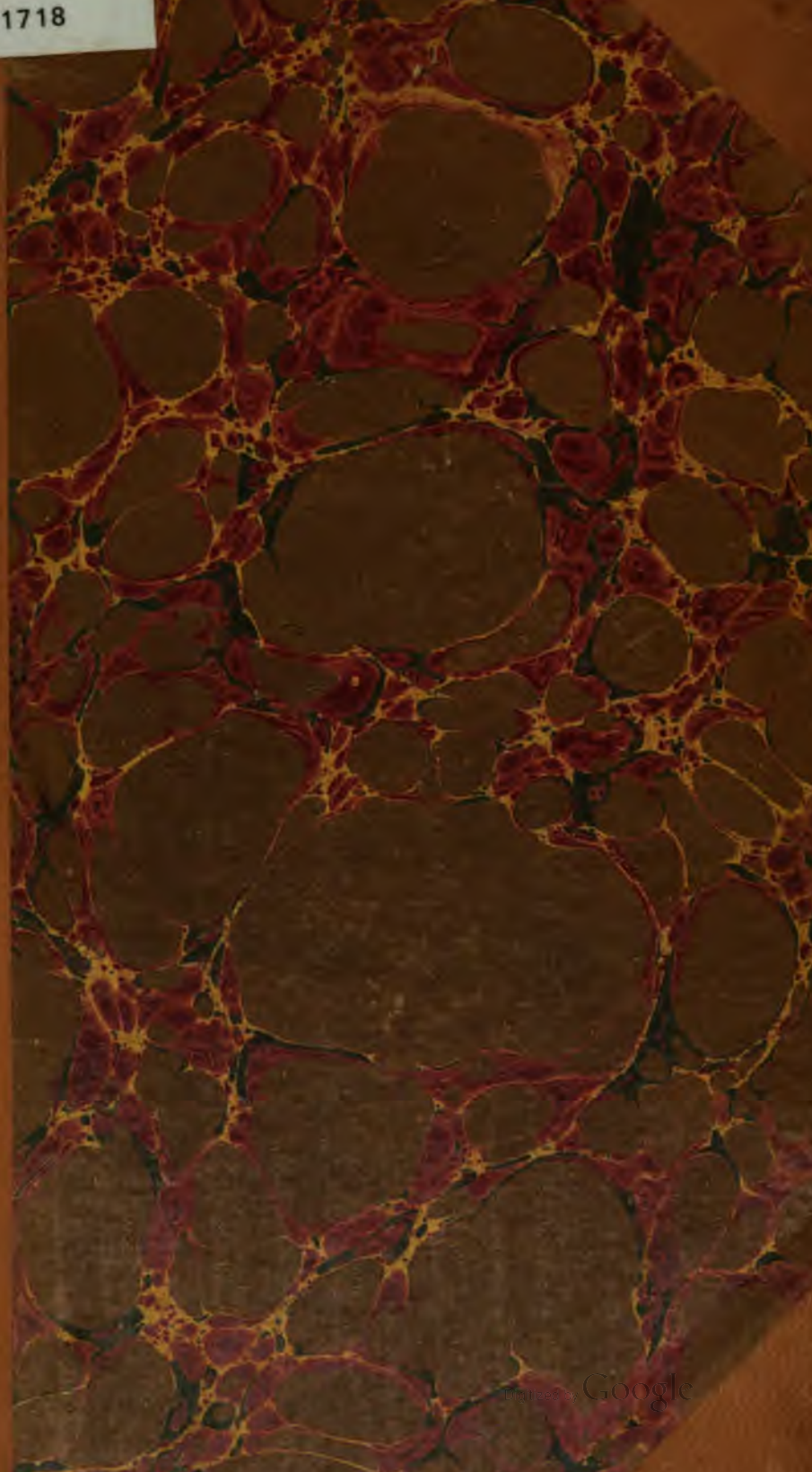
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

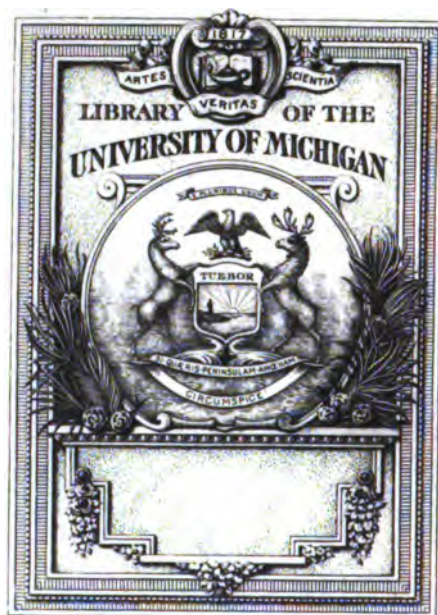
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>





THE GIFT OF
Secretary of State
of Nevada

APPENDIX

TO

Journals of Senate and Assembly

OF THE

TWENTY-SIXTH SESSION

OF THE

Senate **LEGISLATURE OF THE STATE OF NEVADA**

1913

VOLUME II



CARSON CITY, NEVADA

STATE PRINTING OFFICE . . . JOE FARNSWORTH, SUPERINTENDENT
1913

Digitized by Google



221
State Board of Assessors
1912-1913

CONTENTS OF VOLUME II

Numbers continued from Volume I.

- 15—Minutes of Meeting of the State Board of Assessors with the State Revenue Board. 1913.
- 16—Annual Report of the State License and Bullion Tax Agent for year 1911.
- 17—Annual Report of the State License and Bullion Tax Agent for year 1912.
- 18—Annual Report of the State Bank Examiner for the year 1911.
- 19—Annual Report of the State Bank Examiner for the year 1912.
- 20—Biennial Report of the Nevada State Police for the years 1911 and 1912.
- 21—Annual Report of the Insurance Commissioner for the year 1911.
- 22—Annual Report of the Insurance Commissioner for the year 1912.
- 23—Announcement Virginia City School of Mines, 1911.
- 24—"A Retrospect and a Prospect."
- 25—Annual Report of the Agricultural Experiment Station for the year ending June 30, 1910.
- 26—Annual Report of the Agricultural Experiment Station for the year ending June 30, 1911.
- 27—Annual Report of the Railroad Commission of Nevada for the year 1911.
- 28—Annual Report of the Railroad Commission of Nevada for the year 1912.
- 28a—Annual Report of the Public Service Commission of Nevada for year 1912.

Numbers continued in Volume III.

STATE OF NEVADA

MINUTES OF MEETING

OF THE

STATE BOARD OF ASSESSORS

WITH THE

STATE BOARD OF REVENUE

Carson City, January 13 to 17, 1913



CARSON CITY, NEVADA

STATE PRINTING OFFICE . . . JOE FARNSWORTH, SUPERINTENDENT

1913

The following gentlemen appeared before the board on behalf of the public utility corporations and railroad companies set opposite their respective names :

MR. H. H. BROWN.....	Tonopah and Goldfield Railroad Co.
MR. D. V. COWDEN.....	The Pullman Company. Central Pacific Railway Co. Nevada and California Railway Co.
MR. E. E. CAINE.....	Globe Express Co. Western Pacific Railway Co.
MR. C. S. CHANDLER.....	Nevada Northern Railway Co.
MR. H. D. JONES.....	Western Union Telegraph Co.
MR. F. M. JENIFER.....	Tonopah and Tidewater Railroad Co. Bullfrog and Goldfield Railroad Co.
MR. F. E. MURPHY.....	Virginia and Truckee Railway Co.
MR. H. I. MOORE.....	Nevada Copper Belt Railroad Co.
MR. ROGERS.....	American Express Co.
MR. F. C. SYKES.....	Eureka-Nevada Railway Co.
MR. C. O. WHITTEMORE.....	American Express Co.
MR. F. A. WATERS.....	San Pedro, Los Angeles and Salt Lake Callente and Pioche Railroad Co. Atchison, Topeka and Santa Fé R. R. Co.

MINUTES OF ANNUAL MEETING OF STATE BOARD OF ASSESSORS, 1913

FIRST DAY

CARSON CITY, NEVADA, January 13, 1913.

This being the second Monday in January, and the day fixed by law for the annual meeting of the State Board of Assessors, the board assembled in the Governor's office, State Capitol, at 10:20 a. m., with Governor Tasker L. Oddie, as Chairman, and Austin Jackson, Secretary to the Governor, as Clerk of the board.

The State Board of Revenue also met with the State Board of Assessors.

Governor Oddie—Make the order that Mr. Jackson will act as Secretary and Clerk of the board as usual. Miss Gurney will act as stenographer to take down the minutes of the business of the board. Call the roll of the members of the State Board of Revenue.

Upon roll-call the following answered present:

TASKER L. ODDIE, Chairman.

J. EGGER, State Controller.

GEORGE B. THATCHER, Attorney-General, absent.

Governor Oddie—Call the roll of the Assessors.

The following-named Assessors answered present:

J. W. SITTON.....	Churchill County
S. R. WHITEHEAD	Clark County
ANDREW ABRILD.....	Douglas County
W. M. WEATHERS.....	Elko County
W. A. INGALLS.....	Esmeralda County
H. C. McTERNEY.....	Eureka County
H. M. LEONARD.....	Humboldt County
H. R. LEMAIRE.....	Lander County
DAN J. RONNOW	Lincoln County
H. S. POHE.....	Lyon County
EUGENE GRUTT	Mineral County
ED. MALLEY	Nye County
J. H. STERN	Ormsby County
PHIL SEEMAN	Storey County
JOHN HAYES	Washoe County
J. F. MILES	White Pine County

Mr. Jackson—All present.

Governor Oddie—All present. It has been customary to have the Chairman appoint at the start a Committee on Order of Business, a committee of five members.

Mr. Lemaire—I make a motion that a committee of five be appointed on order of business.

Mr. Stern—I second the motion.

The question was put by the Chairman, and the motion carried.

Governor Oddie—I am going to appoint the same members as last year with the exception of the names of two men who are not here this time. Mr. Regan was one. In the place of Mr. Regan I will appoint Mr. Stern. Mr. Norris of Lincoln was here before, and in his place I will appoint Mr. Ronnow of Lincoln. The other members will be Mr. Leonard of Humboldt, Mr. Lemaire of Lander, and Mr. Malley of Nye. These gentlemen are all familiar with the order of business. Now, gentlemen, it is customary to take an adjournment until the report of the Committee on Order of Business can be made up.

Mr. Stern—I move that we take a recess until 1:30 p. m.

Mr. Seeman—I second the motion.

The question was put by the Chairman, and the motion carried.

Accordingly at 10:35 a. m., the board took a recess until 1:30 p. m.

Afternoon Session

The board resumed its session, pursuant to recess, at 2 p. m.

Governor Oddie—The meeting will come to order. Miss Gurney, having found that other official business will prevent her acting as stenographer at this meeting, I have requested Miss Ada Torreyson, the reporter in the Federal Court, to take the minutes for the balance of the meeting. I will ask the Clerk to call the roll.

Upon roll-call all the members of the State Board of Revenue and State Board of Assessors answered present with the exception of Attorney-General Thatcher.

Governor Oddie—The order of business is the adoption of the report of the committee, as submitted and now on the desk.

Mr. Lemaire—It would probably be best to read the report, so we will all know what it is.

Governor Oddie—I will ask the Clerk to read the report.

The report is read by the Clerk as follows:

The committee appointed on order of business by Governor Oddie respectfully submit the following as the order of business of the State Board of Assessors for the January (1913) term:

1. Work Horses.
2. Saddle Horses.
3. Stock Horses.
4. Work Mules.
5. Stock Mules.
6. Beef Cattle.
7. Milch Cows.
8. Stock Cattle.
9. Thoroughbred Cattle.
10. Sheep.
11. Bucks.
12. Goats.
13. Hogs.
14. Telephone Lines.
15. Telegraph Lines.
16. Electric and Power Lines.
17. All Contract Lands.
18. The Pullman Company.
19. Wells, Fargo & Company.
20. American Express Company.
21. The Globe Express Company.
22. Railroads, classified as follows:
 1. Central Pacific Railway. Sidetracks of same.
 2. Nevada and California (broad-gage). Branch of Central Pacific. Sidetracks of same.

3. Nevada and California (narrow-gage). Branch of Central Pacific. Sidetracks of same.
4. Hazen and Fallon. Sidetracks of same.
5. Tonopah and Goldfield. Sidetracks of same.
6. Nevada and Northern. Sidetracks of same.
7. San Pedro, Los Angeles and Salt Lake. Sidetracks of same.
8. Tonopah and Tidewater. Sidetracks of same.
9. Bullfrog and Goldfield. Sidetracks of same.
10. Las Vegas and Tonopah. Sidetracks of same.
11. Gardnerville Railroad. Sidetracks of same.
12. Nevada, California and Oregon. Sidetracks of same.
13. Virginia and Truckee. Sidetracks of same.
14. Eureka and Nevada. Sidetracks of same.
15. Nevada Central. Sidetracks of same.
16. Silver Peak. Sidetracks of same.
17. Caliente and Pioche. Sidetracks of same.
18. Atchison, Topeka and Santa Fé. Sidetracks of same.
19. Glasgow and Western Exploration Co. Sidetracks of same.
20. Pioche and Pacific Transportation Co. Sidetracks of same.
21. Nevada Copper Belt. Sidetracks of same.
22. Western Pacific. Sidetracks of same.
23. Prince Consolidated.
24. Miscellaneous Railroads.
25. Rolling stock of all.

ED. MALLEY,
DAN. J. RONNOW,
H. R. LEMAIRE,
J. H. STERN,
H. M. LEONARD.

Committee on Order of Business.

Governor Oddie—You have heard the report, gentlemen, and a motion will be in order to have the report adopted.

Mr. McTerney—I move the report be adopted.

Mr. Ingalls—There is an item in the report: "All Contract Lands." I don't see anything about other lands. It seems to me it ought to be "Contract Land and Other Land"—all land.

Governor Oddie—This is the same form, practically, that has been in existence before—the same order of business.

Mr. Ingalls—It says contract land, not any other land. It should apply to other land. The question with me is, we might be able to discuss it, if it is not simply contract land. We have patented land, and all kinds of land in the State, and I think it ought to be in the report, all land, other land as well as contract land, whether we do anything on it or not. I didn't notice that part of it before; I thought last year we had all kinds of land under discussion.

Governor Oddie—I think it is highly important that all land should be discussed—I will agree with you on that.

Mr. Whitehead—I think it was the same last year in the order of business. All this land is left to the Assessors, and it came under that head in the order of business.

Mr. Miles—I would suggest on that item the word "contract" be cut out, that would leave it open to all lands.

Mr. Eggers—"Contract and other lands."

Mr. Miles—Cut out the word "contract," which would make it "All Lands."

Mr. Ingalls—Make it "Contract Land and Other Land."

Mr. Miles—Yes, that would do.

Governor Oddie—Is there a second on that motion?

Mr. Whitehead—Mr. Chairman, if I remember correctly, we made

no assessment upon contract lands, and there is really no use in having that in the order of business, except including it in the property not assessed, if we don't assess it.

Mr. Eggers—We assess contract land at \$1.25 an acre; there is a law to that effect.

Mr. McTerney—Yes, that is the minimum; that it shall not be assessed at less than that.

Governor Oddie—There is a motion before the board, gentlemen, on the crossing out of the word "contract"—Mr. Ingalls's original motion.

Mr. Ingalls—I move that the motion be amended so as to read "Contract Land and all Other Lands"; it does not amount to anything, but—

Mr. Pohe—I second the motion.

The motion is carried.

Governor Oddie—Item 17 of the Order of Business now reads "All Contract and Other Lands." Is that the reading?

Mr. Ingalls—Contract and Other Lands—contract land, patent land, and other lands.

Governor Oddie—All contract lands, patented, and other lands. It has been customary to read the law in regard to assessments to the board. Do you want the law read at this time? Last year the Attorney-General read it; this time it is a question whether you want it read. It is embodied in full in the minutes of last year, of which you all have copies. If there is no motion to have the law read, this leaves us free to start in on the order of business; but, first, is there a motion before the board to adopt this report? This report as amended has not been adopted yet.

Mr. McTerney—I move the amended report be adopted.

The motion is seconded by Mr. Lemaire and carried.

Governor Oddie—The report is adopted. The first item is work horses.

WORK HORSES, ETC.:

Mr. Lemaire—Mr. Chairman, owing to the fact that the value of work horses, saddle horses, stock horses, work mules and stock mules, vary in the several counties, I move that the first five items in the order of business be left to the various Assessors.

The motion is seconded by Mr. Arrild, and carried unanimously.

BEEF CATTLE:

Governor Oddie—The next item is number 6, beef cattle. I would like to ask for a discussion on the relative value of beef cattle for this year and last—the market value. I would like to have some discussion on this, some expression of the opinions of the various Assessors of the value of beef cattle this year as compared with last year.

Mr. McTerney—I would like to hear from some of the Assessors who have beef cattle in their counties; we never have any beef cattle in our county.

Mr. Ingalls—Mr. Chairman, if I remember right, we increased the valuation of beef cattle to \$30 a head last year; I don't know, but I am under that impression. My understanding is that cattle are very high—beef cattle are higher than they were last year; but, as Mr. McTerney says, let us hear from those who have beef cattle in their counties.

Mr. Pohe—I don't know the present price of beef cattle. I believe they have been high all year. I move we place a valuation of \$35 on beef cattle.

Mr. Stern—Second the motion.

Governor Oddie—You have heard the motion, are there any remarks?

Mr. Miles—We have no beef cattle in our county. I would like to hear from some counties that have beef cattle. I understand that Elko, Humboldt, Washoe, and several counties, have beef cattle, and I really would like to hear from some of those cattlemen.

Mr. Arrild—Mr. Chairman, I will state we have a few hundred head of beef cattle in Douglas County, and by taking them all around, big and small, I should think that \$30 a head would be a fair valuation for the assessment. Last year they were raised \$5 per head—I believe it was not last year, it was two years ago, and according to other stock assessed, I think that \$30 a head is but a fair valuation.

Governor Oddie—What do you consider the average value of beef cattle this year, Mr. Arrild?

Mr. Arrild—Well, I think between \$40 and \$50 a head.

Mr. Lemaire—Mr. Chairman, as I understand it, stock cattle are worth in the neighborhood of \$35 to \$40 a head, and I doubt very much whether you can buy them at that price; that is the price that exists at the present time, and beef cattle certainly ought to be more than that.

Governor Oddie—What do you consider the average value of beef cattle?

Mr. Lemaire—The average?

Governor Oddie—Yes, the average run in this State of beef cattle.

Mr. Lemaire—Why, at the present time I think it is more than \$60. It all depends on weight, of course.

Mr. Pohe—I notice, Mr. Chairman, in assessing beef cattle this year, that the smaller ones among the bunch, if not up to the standard, are placed back among the stock cattle. I think the Assessor from Douglas County, Mr. Arrild, is wrong when he speaks of giving in those smaller cattle as beef cattle; I have not found it so in my county, they will average pretty well as beef cattle. I think \$60 to \$75 is a fair average today.

Governor Oddie—Mr. Weathers, what do you think is a fair value?

Mr. Weathers—Well, it depends a good deal on weight, as to the value of beef cattle; but an average steer of a thousand pounds would bring pretty close to \$60, from that up.

Governor Oddie—Would you consider a thousand pounds as a fair average for beef cattle all over the State?

Mr. Weathers—Well, yes, I would consider that a fair average of an ordinary three-year-old.

Mr. Arrild—Mr. Chairman, we could hardly figure on beef-cattle value, on an average, more than \$50. We have five or six hundred head of beef cattle every year in my county—and there is a whole lot more now at the present time; and we take, for instance, beef cattle, two and a half and three years old, and I don't think that they will average more than a thousand pounds apiece; and by taking them on an average, I would not consider that they would go more than a thousand pounds; and I would think that \$30 would be a fair valuation for those counties that have beef cattle.

Governor Oddie—Mr. Leonard, how is it in your county?

Mr. Leonard—Mr. Chairman, I am not very familiar with the cattle business, but I think with Mr. Weathers, take it on an average, that a thousand-pound beef will be the average bunch, except in a few cases where they have heavier cattle, and I think the selling price of the cattle over there has been somewhere between \$50 and \$60 for beef cattle.

Governor Oddie—You see there is one point that is highly important this year, we have to raise more money; we want to be fair about it. We want to do everything we can within reason to raise more revenues for the State.

Mr. Lemaire—There is one thing we should take into consideration at this time; that is, in placing a valuation on beef cattle and stock cattle, is the existing prices; the prices are very high, and we don't know as they will keep as high as they are at the present time; and I don't think it would be just to put as high a valuation as some of us have estimated here.

Governor Oddie—Is it not a fact that cattle buyers are making contracts for cattle a long way ahead now?

Mr. Lemaire—Not that I know of.

Governor Oddie—Haven't you heard of that, Mr. Arrild; that buyers are making contracts for a year or two ahead?

Mr. Arrild—Mr. Chairman, I came in from Minden yesterday, and I was with a cattle buyer, and he stated that there were lots of cattle in Carson Valley yet, and that he wasn't anxious to buy—that they wanted too much for them; that is the way he stated, he was not making any contract ahead of time.

Governor Oddie—Was he doing that for the purpose of getting the market down, do you think?

Mr. Arrild—I guess not; I don't know, but I think not.

Mr. Whitehead—Mr. Chairman, if there is a way of arriving at the present value, I think we will have to assess as near as we can on the present values. We cannot suppose that the price is going to drop, or be cut in two, or is going to be raised as high as it is now. I think it is our duty to assess on the basis of about what the price is at the present time. If there is anybody here familiar enough with the price of beef, say a thousand-pound critter, selling at a certain price, we can arrive at about the average.

Governor Oddie—What is the market price on the hoof now for beef cattle?

Mr. Leonard—Mr. Chairman, I believe the price fluctuated from \$4.85 to \$5.85, as near as I can remember; that is by the hundred.

Governor Oddie—Well, there is a motion before the board, gentlemen. Are there any further remarks?

Mr. Miles—Mr. Chairman, I am under the impression from information I have had, that cattle are very high, not only locally but all over the United States, in fact; the high price of cattle extends farther than our State; it is not a local affair, but it is general. Cattle are very high, higher than they have ever been, I presume, in their history before. And I understand that stock cattle are selling anywhere from \$35 to \$40 a head, and beef cattle are much higher; and I believe that they would stand a little raise above \$35; and I move to amend the motion before the house by making it \$40 a head for beef cattle.

Mr. Sitton—I second that motion.

Governor Oddie—The original motion is amended to read \$40 a head instead of \$35.

Mr. Hayes—Mr. Chairman, my understanding is that there are not very many beef cattle in this State. The price is very high, cattle have sold as high as \$75 a head this year; they are not assessed, they cannot be found and cannot be assessed. If they do sell for \$65 or \$70 a head, I think propably \$60 might be a fair price to put on them.

Governor Oddie—Are there any further remarks?

Mr. Ingalls—Mr. Chairman, I would like to inquire the reason they are not assessed—beef cattle are not assessed? Mr. Hayes states they are not assessed in the State; I would like to find out or know why they are not assessed, if they exist in the State.

Mr. Hayes—Mr. Chairman, my reason for stating that is, that last year, at this time last year, the question was asked as to beef cattle, and we found there were but few beef cattle assessed; a great many of them are shipped away before the 1st of March. I presume they will do this this year, as they did last, and that is the reason the beef cattle were not assessed. I assessed a great many beef cattle last year, but we don't have so very many in our county, compared with the number in other counties.

Governor Oddie—Are there any further remarks? The question now is on the amendment to the original motion, making the value \$40 instead of \$35. I will ask the Clerk to call the roll. This is on the original amendment.

Mr. Lemaire—The amendment is \$40?

Governor Oddie—Yes; the original motion was made making the value \$35; then the amendment was made and seconded, making the value \$40; now the question is on the amendment. I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Sitton, Ingalls, Lemaire, Pohe, Grutt, Malley, Stern, Seeman, Hayes, and Miles.

Nays—Messrs. Whitehead, Arrild, Weathers, McTerney, Leonard, and Ronnow.

Governor Oddie—The motion is carried amending the original motion to \$40, by a vote of 10 to 6. Now the question is on the original motion as amended.

Upon roll-call on the original motion as amended, the motion was unanimously carried.

MILCH COWS:

Governor Oddie—The next in the order of business is milch cows.

Mr. Lemaire—Mr. Chairman, I make the motion that No. 7, milch cows, be left to the various Assessors.

Mr. Stern—Second the motion.

Governor Oddie—It has been moved and seconded that the question of milch cows be left to the various Assessors. Are there any remarks?

Mr. Hayes—I second that motion.

Governor Oddie—It has been seconded by Mr. Stern.

Mr. Ingalls—Mr. Chairman, we have always heretofore placed a valuation on milch cows, if I remember right, and I would like to know the reason why we should leave it. I think there is no reason why we should leave it to the various Assessors, any more now than heretofore. I have not any to speak of in my county. It was placed, if I remem-

ber right, at \$30 a head last year; and it seems to me we should place a valuation on it now, on milch cows. The reason we placed the valuation was that in some counties it was \$20 a head and in some counties it was \$30.

Governor Oddie—Last year the motion was made to leave it to the various Assessors, and the motion was lost; then the valuation was placed at \$25 a head—no, I beg your pardon, \$30 a head.

Mr. McTerney—Mr. Chairman, the rock we stumbled on last year was not the valuation of milch cows, but what constituted a milch cow.

Mr. Lemaire—Mr. Chairman, it was for that reason that I made the motion this time. I contend that the valuation varies, so I think it is best that it be left to the various Assessors.

Mr. Arrild—Mr. Chairman, I will admit we have quite a number of milch cows in my county, and it is generally the rule for any farmer to have what he calls a string of cows for a milker to attend to; they generally take good cows; and I would think it is much easier for the Assessors to go around when we have the regular valuation. Of course, the Assessor can always see, anybody who has some cows, not extra milch cows, of course they can be good for stock cattle or something like that; but milch cows there should be a valuation on them, I think, and it would relieve the Assessors by putting a valuation on milch cows. I should think that \$30 a head was cheap enough for milch cows.

Governor Oddie—What is the fair valuation of the average milch cow—market value?

Mr. Arrild—Mr. Chairman, the market value—it is very difficult for that matter, as we all know there is a good deal of difference in milch cows, but I should say between \$30 and \$60.

Governor Oddie—Between \$30 and \$60?

Mr. Arrild—Yes.

Mr. Whitehead—Mr. Chairman, I think the value on milch cows has such a great fluctuation, it is pretty hard to determine. Now we have one or two milch cows down in our county that cost from \$350 to \$375 apiece, shipped in from California, thoroughbred milch cows; and we have some others that are milch cows—call them milch cows around home—but if you ask them how many milch cows they will tell you they are stock cattle, but they call them milch cows, and you can buy them for \$30. It is pretty hard unless you have a certain classification. A classification will assist us, because there are milch cows in dairies that you cannot buy for less than \$100 apiece—none of them—and \$30 is altogether too low for that class of cattle.

Governor Oddie—There is a motion before the board, gentlemen. Are there any further remarks? Mr. Pohe, will you say something?

Mr. Pohe—I think \$40 is a fair valuation on milch cows. I think it is dairy stock that rules in any county. The ranchers have some cows they milk for private use that may be poor, but I think on the whole the dairy cow is the one that rules, and I think \$40 is a fair valuation, instead of \$30, as last year.

Governor Oddie—Do you make that in the form of a motion?

Mr. Pohe—I will make it as a motion. I move that the value of milch cows be placed at \$40 a head.

Governor Oddie—That should be put in the form of an amendment to the original motion.

Mr. Pohe—I make it as an amendment.

Governor Oddie—The original motion was to leave it to the Assessors, and is amended now to make the valuation on milch cows \$40 a head.

Mr. Miles—I did not understand there was a motion to fix the value on milch cows.

Governor Oddie—A motion was made to leave it to the various Assessors, and that is amended by Mr. Pohe to fix it at \$40. The question is now on the amendment.

Mr. Arrild—Mr. Chairman, I will offer an amendment to the amendment, that the valuation on milch cows be placed at \$35 a head.

Governor Oddie—Is that seconded?

Mr. Pohe—Mr. Chairman, I withdraw my motion.

Governor Oddie—Then the motion before the board is on the amendment to the original motion, placing a valuation of \$35. The proper way is to accept the amendment to the amendment.

Mr. Pohe—I accept the amendment.

Governor Oddie—Then we can vote on the amendment now. Is your amendment seconded, Mr. Arrild?

Mr. Stern—I second that.

Mr. McTerney—Won't Mr. Pohe's second have to concede that?

Governor Oddie—Mr. Ingalls, do you accept the amendment, or withdraw yours?

Mr. Ingalls—I second the amendment.

Governor Oddie—The question is on the amendment placing a value of \$35 a head on milch cows; are you ready for the question?

Mr. Sterns—Question.

Governor Oddie—I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Arrild, Ingalls, Leonard, Pohe, Grutt, Malley, Stern, and Seeman.

Nays—Messrs. Sitton, Whitehead, Weathers, McTerney, Lemaire, Ronnow, Hayes, and Miles.

Governor Oddie—A tie vote, gentlemen. I am not as much of an expert on the value of cows as you are. This is on the question of the amendment making it \$35. I will vote for a valuation of \$35. Now the question is on the original motion as amended. I will ask the Clerk to call the roll on that.

Mr. Sitton—No.

Mr. Whitehead—No.

Mr. Arrild—What is the motion?

Governor Oddie—This is on the original motion as amended, making it \$35.

Mr. Arrild—Yes.

Mr. Weathers—What am I voting on?

Governor Oddie—On the original motion as amended, making the value \$35.

Mr. Weathers—You voted for \$35?

Governor Oddie—Yes.

Mr. Weathers—Yes.

Yeas—Messrs. Ingalls, McTerney, Leonard, Lemaire, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, Miles, Arrild, and Weathers.

Nays—Messrs. Sitton, Whitehead, and Hayes.

Governor Oddie—The motion is carried.

STOCK CATTLE:

Governor Oddie—The next question is stock cattle. I remember last year there were two valuations placed; one valuation for the State at large, and the other valuation for certain excepted counties—I mean that the second valuation was for certain counties of the State. I would like to have a discussion.

Mr. Ingalls—\$15 and \$17 last year, wasn't it?

Governor Oddie—Yes, a valuation of \$17 a head was placed on all cattle in the State, except in the counties of Esmeralda, Lincoln, White Pine, Clark, and Mineral, in which counties a value of \$15 a head was put on—\$17 and \$15.

Mr. Ingalls—I make the motion that we place a valuation on stock cattle, as last year, in those counties where it was \$17 at \$20 a head; and in other counties where it was \$15 at \$18 a head.

Mr. Pohe—I second the motion.

Governor Oddie—You have heard the motion, gentlemen; are there any remarks?

Mr. Arrild—Mr. Chairman, I would like to ask what that motion was again; was it \$15 and \$18?

Governor Oddie—No, in those counties where last year a valuation of \$17 a head was placed, the valuation is raised to \$20; and in those counties where the valuation was \$15 a head, it is raised to \$18 in this motion, making it \$20 and \$18 instead of \$17 and \$15.

Mr. Whitehead—Mr. Chairman, is the price correspondingly increased on stock cattle as it is on beef cattle at large; if so, the same percentage should be made on the raise on stock as on beef cattle, which is one-third or one-fourth of the assessed value. At the present time, under the new assessment, it is increased from \$30 to \$40, which is one-third higher. From \$17 to \$20 is not as much, if the price is correspondingly increased on stock cattle, as it is on beef cattle—it should be a larger raise.

Governor Oddie—What do you think on that, Mr. Lemaire?

Mr. Lemaire—I think the valuation of \$20 on stock cattle is just about right, as I understand it.

Governor Oddie—Mr. Weathers, your county is a big stock county; what do you think of that?

Mr. Weathers—I think \$20 is plenty. Stock cattle fluctuate a great deal; sometimes worth from \$25 to \$35, and sometimes there is a broad difference there.

Governor Oddie—I would like to hear further discussion on this. What do you think, Mr. Arrild?

Mr. Arrild—Mr. Chairman, I would rather hear from those people who have lots of stock cattle in their counties. In my county we have quite a number, but not raising a great many of them. I am in favor of the \$20; I think a valuation of \$20 a head is a fair valuation.

Mr. Whitehead—Mr. Chairman, in that connection, with what I said, it seems that we assessed beef cattle too low last year, or else we assessed stock cattle too high, unless there has been some change or raise in price. If stock cattle have not raised at the same corresponding rate as beef cattle, of course that would make a difference; but one of those two conditions exist; they either have not raised a corresponding rate, or else we were wrong in our assessment last year.

Mr. Pohe—Mr. Chairman, I do not think there is much change in the

present raise of \$17 to \$20, and \$30 to \$35; we have got three in one, and five in the other.

Mr. Whitehead—It was \$30 to \$40 in beef cattle.

Mr. Pohe—In assessing I find a variation in the size of stock cattle that does not exist in beef cattle. It depends a great deal on the Assessor; if he wants to assess closely. The variation in the size of the stock cattle is greater than the beef cattle, therefore I think \$20 is a fair value.

Governor Oddie—Are there any further remarks? The motion is making the two values \$20 and \$18 in the two sets of counties.

Mr. McTerney—Question.

Mr. Pohe—Mr. Chairman, when I made the remark that in assessing I found a certain thing, I wish to make an explanation to the Board of Assessors. I did nearly all the assessing in Lyon County this year for Mr. Randall, that is where I got my experience to make those remarks; I was not the Assessor, but was the deputy.

Governor Oddie—The motion before the house now is that a value of \$20 a head be placed on stock cattle in all of the counties in the State, except Esmeralda, Lincoln, White Pine, Clark, and Mineral, in which counties a value of \$18 a head be placed.

Mr. Grutt—Nye, also, is it not? Esmeralda, Lincoln, White Pine, Clark, and Mineral.

Governor Oddie—I guess that is a mistake in the minutes, then. Nye instead of Clark, is that the way it should be?

Mr. Pohe—Esmeralda, White Pine, Clark, and Mineral. That is the way it was last year.

Governor Oddie—Last year it was the same as the year before, wasn't it? The same counties were excepted. Is that the sense of the meeting, to cut out Clark and put Nye in its place?

Mr. Whitehead—I think not.

Governor Oddie—Or just include Nye in this list, and make it Esmeralda, Lincoln, White Pine, Clark, Nye and Mineral. Is that the sense of the meeting?

Mr. Pohe—Nye was not included last year.

Governor Oddie—I believe it was, but there must be a mistake here in transcribing the minutes. Nye was included, I am sure it was. You have heard the motion, gentlemen. Are you ready for the question?

Mr. Arrild—Question.

Governor Oddie—I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

THOROUGHbred CATTLE:

Governor Oddie—The next is thoroughbred cattle.

Mr. McTerney—I move that be left to the Assessors.

Mr. Arrild—I second the motion.

Governor Oddie—You have heard the motion that thoroughbred cattle be left to the Assessors. Are there any remarks? Not hearing any, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

SHEEP:

Governor Oddie—The next is sheep.

Mr. Hayes—I move that sheep be placed at \$3 per head, instead of \$2.50. They are now \$2.50. I move that they be placed at \$3.

Governor Oddie—Is there a second to the motion?

Mr. Lemaire—Mr. Chairman, I think a valuation of \$3 on sheep is too high; I think a valuation of \$2.50, according to the price of them now, is the best valuation.

Mr. Miles—I think with the comparative value we have put on, that \$2.50 is plenty for sheep.

Governor Oddie—What is the market value of sheep now, Mr. Lemaire?

Mr. Lemaire—Along about \$3, as I understand it.

Mr. Grutt—Mr. Chairman, I think \$2.50 is plenty for sheep.

Governor Oddie—Well, is there a second to the motion? Mr. Hayes's motion was to make the value \$3.

Mr. McTerney—I move the value be placed at \$2.50.

Governor Oddie—The motion now before the board is that the value be placed at \$2.50; is there a second?

Mr. McTerney—I second the motion.

Governor Oddie—Are there any further remarks? There was no second to the first motion, so the motion now is that a valuation of \$2.50 a head be placed on sheep, and the motion has been seconded.

Mr. Ingalls—That means all the counties in the State?

Governor Oddie—Are there any further remarks?

Mr. Stern—Question.

Governor Oddie—Ready for the question?

Mr. Leonard—Question.

Upon roll-call the motion was carried unanimously.

BUCKS:

Governor Oddie—The next is bucks.

Mr. Leonard—Mr. Chairman, I move that this be made the same as last year, \$5 a head.

Mr. Pohe—Second the motion.

Governor Oddie—It has been moved and seconded that the value on bucks to be placed at \$5 a head. Are there any remarks? Are you ready for the question?

Mr. Grutt—Question.

Upon roll-call the motion was carried unanimously.

GOATS:

Governor Oddie—The next is goats.

Mr. Weathers—Are there any goats in the State?

Governor Oddie—I don't know; there used to be some in Lander County?

Mr. Lemaire—No; Lander County has gone out of the goat business.

Mr. Miles—I move we place a valuation on goats of \$3 a head.

Mr. Weathers—Second the motion.

Mr. Ingalls—Mr. Chairman, is there any county in the State that has any goat industry or goat business; if there is I would like to know it?

Mr. Miles—We have some goats in our county.

Mr. Lemaire—Mr. Chairman, when Lander county had goats, I believe they were always assessed at \$5 a head; it seems to me that \$3 a head is too low.

Mr. Pohe—Three dollars was the value placed last year.

Governor Oddie—Yes, it was placed at \$3 last year. Are you ready for the question? The motion is to place the value at \$3 a head; is that seconded?

Mr. Weathers—I second the motion.

Governor Oddie—Are you ready for the question?

Mr. Leonard—Question.

Upon roll-call the motion was carried unanimously.

HOGS:

Governor Oddie—The next is hogs.

Mr. Arrild—Mr. Chairman, in regard to that, it is pretty hard to put a valuation on hogs. You might get a bunch of hogs that somebody has that is worth \$5, and others is worth \$20 or \$25. We have quite a number of hogs in my county belonging to dairies, and such places, and I will make a motion that that be left to the various Assessors.

Governor Oddie—That is the way it was last year; it was left to the Assessors. Is that motion seconded?

Mr. Seeman—I second that motion.

Governor Oddie—Are there any further remarks? You have heard the motion, gentlemen; are you ready for the question?

Mr. Lemaire—Question.

Governor Oddie—I will ask the Clerk to call the roll.

Upon roll-call the motion was carried unanimously.

Governor Oddie—Now the next is telephone lines, and before we proceed with these public utilities, I think we ought to have Mr. Shaughnessy here. Mr. Bartine is here and tells me that Mr. Shaughnessy is working very hard on the statistics for telephone lines in order to have them ready for tomorrow morning.

Mr. Pohe—I move that we adjourn until tomorrow morning at 11 o'clock.

Mr. Miles—I second that motion.

The question was put and the motion carried, and at 3:10 p. m. a recess was taken until 11 o'clock a. m., Tuesday, January 14, 1913.

SECOND DAY

The board resumed its session at 11 a. m., January 14, 1913.

Upon roll-call all members of the State Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

Governor Oddie—I will state that the Attorney-General is absent on account of illness, and Mr. Bartine is here at my request to help us in various ways on any legal questions that may come up—the Judge has kindly consented to be right with us.

TELEPHONE LINES:

Governor Oddie—The first order of business this morning is telephone lines. Mr. Shaughnessy is here representing the Railroad Commission, with statistics, and at the pleasure of the board I will ask him to make a statement.

Mr. Shaughnessy—With reference to telephone companies, this classification was left to the various Assessors at previous sessions, and, due

to the difficulty of levying a uniform assessment on these small telephone companies in the various counties, it might, perhaps, be wise to leave the most of them to the various County Assessors again. However, if it is the desire of the board to place assessments at this time, I have the data of the individual telephone companies by which their fair earning value can be shown.

Governor Oddie—I would like to ask the question, Mr. Shaughnessy, have you the data showing what the companies were assessed at in each county last year?

Mr. Shaughnessy—No, the Commission has not that data—that is, the assessed value of the various telephone companies. We have only taxes paid, and there is no record of the assessments made by the various Assessors of the different telephone companies, that is shown by the proceedings of this board, for the reason that it is handled by the local County Assessor, the same as other property not assessed by the State Board.

The Pacific Telephone and Telegraph Company is the largest or one of the largest telephone companies operating within the State, and their gross earnings for the year 1912 were \$58,049. The taxes paid by that company in 1911 were \$1,611, while the taxes paid for the year 1912 were only \$1,206, or a decrease of \$405. Now the valuation of that company—that is, the physical valuation of that company in Reno and Sparks, as reported to the Commission, is \$101,800; and 60 per cent ad valorem of that would be \$79,623; and if taxed at the regular state, county and town rate of \$3.40 at those points, the tax on that property should be \$2,707. I just give that for the information of the County Assessor—that is, if the assessment is left to the local Assessor. Some of the other telephone companies are likewise low in valuation. The difficulty of making an assessment of the telephone companies and the light, power and water companies by this board, is in the matter of making a proper apportionment where they do an intercounty business.

With reference to this Pacific Telephone and Telegraph Company, the assessment could be made by this board, but it would be very difficult to make an apportionment as between the different counties in which it operates, on a just and equitable basis, according to the value of the property and the business done in each county. Likewise, the same rule would apply to the power companies; it would be rather difficult for this board to assess the power companies, and apportion the taxes to the various counties, according to the value of the property and the business done in each county, because of the absence of some centralized authority by which that could be done. The assessment could be levied all right by the board on the property valuation, but it would be very difficult to apportion the value in each county; and the only way that could be done would be by some state authority handling the matter, and having the values reported to that centralized authority for each county, and then making the apportionment of the taxes accordingly.

Mr. Bartine—I suppose, Mr. Shaughnessy, if I may be permitted, that the difficulty lies to a very considerable extent in the fact that the plant which represents by far the larger portion of the actual value, is located in one county?

Mr. Shaughnessy—In some one county.

Mr. Bartine—While the lines run into other counties?

Mr. Shaughnessy—Yes, that is, in large part, the difficulty.

Mr. Bartine—Mr. Shaughnessy, have you data of the telephone companies which you could furnish the individual Assessors as a guide to them?

Mr. Shaughnessy—Yes, I have separate detailed data on the telephone, the water, the light and gas companies operating in the various counties of the State, which I can furnish to the different Assessors for their guidance in making the valuations in the respective counties, if the matter is left to the various County Assessors for assessment. The Railroad Commission will be glad to cooperate with the various County Assessors at all times in the matter of determining the valuation of utility properties located within their counties.

Governor Oddie—I think the idea is a good one. It seems to me that cooperation among the Assessors in arriving at the equitable adjustment of the assessments in the various counties, would work just as well with these telephone companies as it does with the railroad companies.

Mr. Shaughnessy—Yes.

Governor Oddie—Do you think anything would be gained, Mr. Shaughnessy, by changing the policy adopted last year of leaving these telephone lines to the various Assessors? In other words, do you think it would be more advantageous to take the principal companies, like the one you have just mentioned, and have the value placed on that by this board, and leave the smaller ones to the Assessors?

Mr. Shaughnessy—That could be done, Governor, if it is the wish of the board. A per mile wire valuation might be placed upon the Pacific Telephone and Telegraph Company; and there might be a few other large companies that would stand the wire mileage valuation; but I am not certain whether it would work out that way or not, whether it would apportion the value according to the location of the property in the various counties, and the business done in those counties, equitably or not.

Mr. Bartine—Would not the suggestion I just made to you, Mr. Shaughnessy, be a rather serious obstacle in the way of that; the plant, for instance, being located in one particular county, representing a very large sum of money?

Mr. Shaughnessy—That is particularly the objection with reference to the power companies.

Mr. Bartine—You say it is different from the mileage of the telegraph companies or the railroad companies, which simply pass through the State?

Mr. Shaughnessy—Yes. Of course the objection does not apply to the same extent with reference to the Pacific Telephone and Telegraph Company, if the assessment is placed upon a wire mileage basis, for the reason that in those counties where the plant is located, and the greater business is done, there are more wires in that county, and a per wire mileage assessment would perhaps provide for an automatic apportionment of the taxes according to its business and its property value in the various counties. On the Pacific Telephone and Telegraph Company a wire mileage assessment of \$30 would perhaps reach a fair tax—a fair valuation.

Governor Oddie—On that valuation may I ask what would the total taxes be in the State?

Mr. Shaughnessy—The total taxes on that basis would approximate \$2,500.

Governor Oddie—As against \$1,200 last year?

Mr. Shaughnessy—As against \$1,206 last year. The only difficulty—I don't know whether it is a real difficulty or not—but there would be the objection of proceeding to value one telephone company by one method, and using an entirely different method for the valuation of other companies.

Governor Oddie—That would not necessarily apply, would it; if the matter were left to the Assessors they might use that method, too?

Mr. Shaughnessy—Yes, that is true.

Governor Oddie—Whereas, if they acted as a board, they might use the same method?

Mr. Shaughnessy—Yes. Mr. Hayes might suggest how he would like to have that property treated.

Mr. Hayes—I think if the Assessors can get the information that Mr. Shaughnessy proposes to give us, the Assessor would be the proper one to value the property in his own county; and the only trouble with us is that we haven't got that data. This is the first time we have heard of that. Now if we have that data next year, I cannot see any difficulty in assessing the property, as it is in my own county and can determine the value of the property, or what it should be fixed at, from the figures received from the Railroad Commission's office.

Governor Oddie—I would like to ask a question, Mr. Hayes. What did you base the reduction on last year from the year previous?

Mr. Hayes—The reduction from the year previous?

Governor Oddie—Yes, the total tax. The large proportion of that fell on Washoe County, did it not?

Mr. Shaughnessy—It is difficult to say where it fell. You see they operate in Washoe, Churchill, Storey, and Ormsby Counties. I am unable to say wherein the reduction took place. The only thing they show is, that the total tax paid was reduced from \$1,611 to \$1,206, or a reduction of \$405.

Mr. Bartine—They simply report in gross?

Mr. Shaughnessy—Report in gross.

Governor Oddie—Was there a reduction in your particular county? (Addressing Mr. Hayes.)

Mr. Hayes—Yes, I am trying to recollect that. It was in the mileage. We had assessed more mileage than they had, so in that way, lost the mileage. I think that was it—I can't be positive about that now—I am not quite positive.

Governor Oddie—Well, the fact remains that if this company were assessed on the same basis as other utility corporations are assessed, Mr. Shaughnessy, it would bring considerable more money to the State?

Mr. Shaughnessy—Yes, it would.

Governor Oddie—So it is assessed on a low basis?

Mr. Shaughnessy—Yes, it should be assessed at a higher figure.

Governor Oddie—Well, I am strongly of the opinion that something should be done to get a little more money from this company, because we all know we have to raise more money for the State, and we want to do it by adjusting the various properties, and the various classes of property, and making each pay its just proportion; and if we can do that we will have plenty of money.

Mr. Ingalls—Mr. Chairman, I would like to ask Mr. Shaughnessy, have you the mileage of this telephone line—have you the value of their mileage?

Mr. Shaughnessy—Of their mileage, yes, I have. The wire mileage operated in Nevada is 2,545 miles.

Mr. Bartine—Does that mean single wires?

Mr. Shaughnessy—Yes, that is a single-wire mileage; 2,545 miles. Now that would bring a property valuation on the basis of \$40 per wire mile of \$101,800. The reproductive value of the property in Reno and Sparks, as reported to the Commission—we required them to give us an inventory of the property—amounted to \$132,705. So it will be noted that the wire-mileage valuation of \$40 per wire mile would give substantially 80 per cent of full valuation. A valuation on the basis of \$30 a wire mile would give substantially a 60 per cent ad valorem value on the physical value of the property, or \$79,623. If the company is assessed on that basis, and applying the same rate as was applied last year in Reno and Sparks, \$3.40, I believe it was, was it not, Mr. Hayes?

Mr. Hayes—\$3.40 in Reno and \$3.20 in Sparks.

Mr. Shaughnessy—Well, on the basis of an average of \$3.25, the tax would amount to about \$2,500, as against the tax paid of \$1,206.

Governor Oddie—As a matter of fact, is not the business of this company increasing?

Mr. Shaughnessy—Yes; well, that is hardly true for the mileage operated in Nevada. This company not only operates in Nevada, but it operates throughout the States of California, Oregon, and Washington, and they have very large gross earnings. Over the system as a whole, they are increasing in gross earnings. In Nevada, however, the earnings for 1912 are substantially the same as they were for 1911—there is a small decrease. If it is the desire of the board to place an assessed wire-mileage valuation, I am confident a valuation of \$30 per wire mile would be reasonable.

Mr. Ingalls—Mr. Chairman, in case this board placed a mileage valuation on this particular company, would that be constitutional, Judge Bartine? Would we have the right to do so and pass up the balance—pass on that particular property, without going in detail into all of the telephone lines in the State? It seems to me, for instance, like we would not have a right to pass on one railroad, and not pass on others. If we pass on telephone lines, would it be our duty to fix a valuation and classify them—fix a valuation on all of them—or could we fix a valuation on this one, and pass the balance up to the various Assessors?

Mr. Bartine—Mr. Chairman, and gentlemen, this is a question that, so far as I know, has never been passed upon by the courts. The language of the statute is mandatory—that you shall fix a valuation on all the railroad companies and telephone companies, and so forth, and then it goes on further to state: "And such other property as may be assessed in this manner to better advantage than by leaving it to the various Assessors." But without any question being raised at all, it has been the uniform custom for the State Board of Assessors to fix the valuation on some railroads, and leave the valuation on others unfixed. Now if you can do that with respect to railroads, you can do it with respect to telephones. Under the Railroad Commission law, telephones are classified as railroads; but if they were not, it would

make no difference so far as this particular question is concerned. Everything that comes within the first clause must be governed by the same rule and I fancy there would be no question whatever raised with regard to that method of procedure. If, for instance, you fix the assessment upon one line, and leave all the other lines to the respective Assessors, I don't know of any way by which that particular company could escape the payment of its tax, except by showing that the tax was excessive. I think that is the only defense that they would be heard to make in court. That is my best judgment of it.

Mr. Miles—Mr. Chairman, and gentlemen, I would like to ask Mr. Shaughnessy why the operating expenses of the company in question are greater than the gross earnings for 1912?

Mr. Shaughnessy—In response to that, I will say, Mr. Miles, that the gross earnings reported for the year 1912 of this company, are \$58,049, while the operating expenses are \$60,412, leaving a deficit of \$2,363 in earnings. That is a question that we now have up with the Pacific Telephone and Telegraph Company, and while our investigation in that direction has not been completed, we have found that they are not the actual expenses. As I told you before, this company operates through the States of California, Oregon, Washington, and Nevada, and necessarily they have large outside expenses, large general expenses, and large contingent expenses, and they are charging to Nevada on a mileage-prorate basis, all of those contingencies which Nevada does not in fact bear. That statement is not accurate, and is of very little benefit for the purposes of our investigation here, or for any other purpose, in fact. I imagine if we get down to the true operating expenses, which we eventually will, that they will amount to a ratio of substantially 70 per cent of the gross earnings. I judge that by comparison with the Nevada, and the Elko, and other telephone companies operating throughout the State, wherein the general average of operating expenses to gross earnings is about 70 to 75 per cent. Did I make that clear to you, Mr. Miles?

Mr. Miles—Yes.

Mr. Bartine—Mr. Chairman, and gentlemen of the board, I think it will be both interesting, and possibly instructive, if I say just a word further along the line of Mr. Ingalls's inquiry. And preliminary to a brief statement of my own, let me read you the exact language of a portion of the first section of the State Board of Assessors law, as I may term it, which bears upon this particular question. It is section 3797 of the Code: (Reading:) "The County Assessors of the several counties of this State shall meet for a period not exceeding ten days in the office of the Governor at Carson City, Nevada, on the second Monday in January of each year, and shall at such meetings establish a valuation through the State of all railroads and rolling stock of such railroads, or all telegraph and telephone lines, of all electric light and power lines, of all cattle and sheep, and upon all other kinds of property which in the judgment of said Assessors can be valued and assessed more uniformly by said Assessors, acting collectively, than by the several County Assessors acting separately."

Now you will observe that the language is mandatory; that you shall establish a valuation upon all railroads, telephone lines, and so forth—the various things mentioned in this particular section. If you follow that literally, you would be obliged, under this section, to fix a valua-

tion upon every railroad, even though it might be a local one, and every telephone, and everything else that is mentioned in this particular section. And yet it has been the uniform practice of the board to make exceptions. The railroads, for example, which run entirely through one county, and which are not intercounty in character, have without exception, I think, been left to the individual Assessors. I think that has been the case with the Nevada Central and with the Eureka and Palisade, as it used to be called. Now if, as I say, you were to construe this section literally, and act upon its mandatory provisions, you could not omit anything which comes under those respective heads; but you have found it utterly impracticable for this board to fix valuations upon little local roads, and little lines and properties that are situated entirely within the limits of one county, and concerning the value of which this board is without information. My judgment, therefore, is that if you desire to fix a valuation upon this telephone line, you will be pursuing the course marked out by the statute; and this company cannot have any possible grievance. And with respect to those which are omitted, as I said before, I think the only standing they would have in court, if they wished to make a contest, would be by showing that the tax is excessive. The law does not require impossibilities, as a rule, and I think we all understand that it is utterly impossible for this board to get down into the minute details which are necessary to ascertain the value of every little local railroad, or every little local telephone line.

Governor Oddie—Mr. Shaughnessy, just a word in regard to what you were explaining concerning the operating expenses and the gross earnings of the Pacific Telephone and Telegraph Company. They evidently charge certain of their expenses incurred in other States to Nevada, while they don't credit Nevada with any of the profits from the other States.

Mr. Shaughnessy—That is largely true. That is another question I did not comment upon. In reference to the toll business, or long-distance tolls, they credit to Nevada only 15 per cent, and the balance goes to what they call the plant. We have not been able to determine yet what the plant is, or where the earnings going to that plant are reported; and in conference with the California Commission, I find they are up against the same proposition. We get credit at a local exchange on long-distance tolls of 15 per cent, and the balance goes to the plant, and we are endeavoring to find out what that plant is, and where those earnings, comprising as they do 85 per cent of the tolls, that are credited to the plant, eventually go. We are not entirely satisfied with the statement of these operations as reported to the Commission, and we have the matter under vigorous investigation at the present time.

Mr. Ingalls—Mr. Chairman, I make a motion that we place a valuation of line mileage on this Pacific Telephone and Telegraph Company of \$30 per mile, per wire mile. I would like to hear a discussion, and hear what these different Assessors think about it.

Mr. McTerney—I second the motion.

Governor Oddie—You have heard the motion, gentlemen, that this board place a valuation of \$30 per wire mile on the Pacific Telephone and Telegraph Company. Are there any remarks?

Mr. Hayes—Mr. Chairman, I will make a motion that it be left to

the various Assessors, or I amend the motion, that it be left to the various Assessors, and that they shall receive information regarding the value of these lines and plants from the Railroad Commission.

Governor Oddie—Mr. Hayes, have you any idea as to what difference it would make in Washoe County; that is to say, what would be the difference between assessing that company at \$30 per wire mile in Washoe County, and the present assessment?

Mr. Hayes—I could not say; I might lose money on it that way. I could not answer that question. We lost money on the wire mileage on the Postal Telegraph Company, and that is one reason I want to guard against it.

Governor Oddie—Mr. Hayes, from Mr. Shaughnessy's figures, the present total tax to the State from this company was about half in 1912 of what it will be under this \$30 per wire-mile valuation.

Mr. Hayes—Yes, that may be all right; but you see if the Assessor has that data from the Railroad Commission, it will be that anyway, and probably more—if we can get the data.

Governor Oddie—This is getting the data all in a lump from the Railroad Commission; that is, all the Assessors are getting it at once, and would it not relieve you very much to have this specified, so that you would just have the rule to follow that all the other Assessors have to follow; would it not make it simpler for you?

Mr. Hayes—It may, possibly.

Governor Oddie—We don't want to see you lose anything. Is there any way of figuring quickly the amount that would come to Washoe County, Mr. Shaughnessy, under this system of \$30 per wire mile?

Mr. Hayes—I will hear what the other Assessors have to say on it, and I withdraw my motion temporarily.

Mr. Shaughnessy—Washoe County has out of the total wire mileage 2,200 wire miles; that is \$66,000 on the property value—what is the average rate applicable to that company up there, Mr. Hayes; what would it average up, \$3 on the hundred—3 per cent?

Mr. Hayes—Just very nearly so. I wish I had my tax list here, I could show you.

Governor Oddie—That would be nearly \$2,000 for Washoe County. What did they pay, Mr. Hayes?

Mr. Shaughnessy—Well, on the basis of \$30 a wire mile for Washoe County, that would be a property valuation of \$66,000; and assuming that the average rate applied was 3 per cent, it would be a tax of \$1,980 that would accrue to Washoe County as against \$1,206 which was paid for the entire system within Nevada.

Mr. Bartine—So you could not possibly lose anything on that, Mr. Hayes.

Governor Oddie—No, your county would get more than the whole State did last year, under this system.

Mr. Ingalls (addressing Mr. Hayes)—Do you call to mind whether you assessed it on the mileage basis, or as a lump sum?

Mr. Hayes—That is why I wanted to see my tax list, I don't remember now.

Mr. Ingalls—Sometimes it is assessed at a lump sum, and sometimes on a mileage basis, and I would like to know what it was in the various counties.

Governor Oddie—You see, Mr. Hayes, in this system of \$30 per wire mile, your county would receive nearly \$800 more than the whole State received last year.

Mr. Hayes—I want to see how we did assess it. I don't know whether the personal property would be included in that or not. (The State Controller hands a tax list to Mr. Hayes.)

State Controller Eggers—Just a moment. This is a matter on the outside—you need not take this down, but I want to speak to the gentlemen here as County Assessors, and say that I have only received three tax lists of the State of Nevada, all told, one from Washoe, one from Elko and one from Ormsby; and I believe if you will look up the law you will find that all the state officers, and especially the State Controller is entitled to one of your tax lists, and I hope you will all send me one. I get many inquiries, often from the Governor's office, to my office, and I cannot even furnish a tax list.

Governor Oddie—Mr. Hayes, from your tax list the value is \$41,000, whereas on the \$30 per wire mile basis, it would make it over \$60,000, so you would gain over 50 per cent in Washoe County over last year's figures.

Mr. Hayes—Of course I do think that if I had the proper information from the Railroad Commission I could assess it; but I would like to hear what the other Assessors have to say about it.

Mr. Bartine—You should not object to a proposition which will give you such a substantial advance, and at the same time relieve you of the responsibility.

Governor Oddie—This information from the Railroad Commission is being given right now; it is the result of work that has practically been completed today; is not that the case, Mr. Shaughnessy?

Mr. Shaughnessy—That is true.

Governor Oddie—So it has not been possible for the Railroad Commission to give you the figures before that Mr. Shaughnessy has given today. You are getting the same advantage that the other Assessors are getting, and the very latest information.

Mr. Hayes—With the permission of the Chairman, I will withdraw my motion.

Governor Oddie—The motion to amend is withdrawn. There is now the motion of Mr. Ingalls before the board.

Mr. Miles—Mr. Chairman, I would like to ask Mr. Shaughnessy if this \$30 per wire mile would include the power plants, stations, and other property?

Mr. Shaughnessy—Yes, this kind of a tax would be in lieu of all other taxes, as I understand it. This is a method of reaching the fair value of the property, all property used in operation, for the purposes of assessment and taxation.

Governor Oddie—Is it not a matter of fact that in the telephone companies the plant is a combination of a few large, and a great many small plants; because if the particular line ran through several counties, there would be plants in every county, to a greater or less extent.

Mr. Shaughnessy—Yes, and they would be in proportion to the amount of business done, as would also the number of wires and lines used in each county; and therefore a wire-mileage assessment would distribute the taxes fairly and equitably.

Governor Oddie—Yes, so the counties other than Washoe County, would not get less in proportion than they are getting now?

Mr. Shaughnessy—No, they would get what they are fairly entitled to, according to the property located in the other counties, and the business done. Of course the great bulk of the business done by that company is in Washoe County; the larger switch-boards, offices, and everything of that nature, are located in Reno; and the number of wires, or the total wire mileage in Reno and Sparks, is 2,200 as compared to a total wire mileage of 2,545. Necessarily that would give to Washoe County, wherein the plant is located, and most of the physical property is located, the bulk of the taxes.

State Controller Eggers—Mr. Chairman and members of the Board of Assessors, I disagree with Mr. Shaughnessy. I want to ask him this question: Supposing this telephone company had a hundred thousand dollar building, would this Assessor be allowed to assess it?

Mr. Shaughnessy—Not on this basis, no.

State Controller Eggers—I don't believe it is proper then.

Mr. Bartine—Mr. Chairman, and gentlemen, under the history of taxation in Washoe County, we have not a right to assume this company has a hundred thousand dollar building there. The tax list shows the following facts: (Reads) "The Pacific Telephone and Telegraph Company has real estate valued at \$25,000"—\$25,070, and personal property at \$16,020, making a total of \$41,090. Now whatever they may have in Washoe County, that is the sum total of what the Assessor and the Board of Equalization have found that company to possess for taxation purposes in Washoe County, \$41,090. Now upon a \$30 per mile wire basis, according to Mr. Shaughnessy's figures, that total would be raised to something more than \$60,000, as a result of which Washoe County would get 50 per cent more tax from that company this year than it did last. That is the situation that confronts you. Of course there may be a hundred thousand dollar building over there, but there is nothing on the tax roll to indicate it.

Mr. Sitton—I would like to ask one question in regard to this: If this company has realty, and if we were to assess them on so much per mile of wire, is that collectible as personal property, or should it be charged on the roll as realty? That is the question I would like answered.

Mr. Shaughnessy—Mr. Sitton, with reference to reaching the valuation of all these properties, such as an express, a telegraph or telephone company, or the Pullman Company, or various other companies, consisting largely of intangible value, if you confine yourself to the assessment of the real property which you can find, or which is located or has situs in your county, you are not going to get very much of a tax; you will get a proportion of it, in some instances 50 per cent, other instances you will get only 25 per cent. And some system of reaching a fair valuation of the property that is tangible and intangible is usually devised and adopted by the Boards of Assessors and Tax Commissions throughout the United States. It can be done. The board is invested with large discretion, and may use its judgment in regard to levying that kind of an assessment. It is a question, pure and simple, as to whether the board wishes to adopt a basis of this kind. I don't want to urge anything of this kind on the board, and I don't want to enter into any controversy with anybody as to whether it is the best system

to adopt or not. I am simply trying to put before you some comprehensive basis that will reach a fair valuation of the physical properties, and thus, in addition to data placed before the board by tax agents of the above companies, you will have full information for such consideration and weight as it may be worth.

State Controller Eggers—In respect to my objection to Mr. Shaughnessy's statement, I will agree with him as far as he goes; but supposing this telephone company should—I was an Assessor once in my lifetime—put up a hundred thousand dollar building, that would go in under this \$30 per mile rate. They may put up one this spring, and the Assessor of Washoe County may come along and find that building, and he can't assess it because the law is against it—or at least your judgment will be against it—whatever you propose to do. I agree with Mr. Shaughnessy so far as the \$30 per mile proposition is concerned—I want that understood, Mr. Shaughnessy; but the other part of it—there is always a prospective view to be taken into consideration by the various County Assessors, and I will leave it to them. They may find something very great—not in existence now—before the first Monday in September, and at that rate they would be shut out.

Mr. Shaughnessy—Mr. Eggers's point is perhaps well taken with reference to improvements that may be put on; the assumption, for example, that a hundred thousand dollar building is put up in Reno—

State Controller Eggers—It is only a surmise.

Mr. Shaughnessy—That is a condition the board can meet at its next session. The figures given now are on the basis of actual physical valuation, as reported to the Commission by request something like two months ago, and is therefore all that can be considered by the board at this time.

Mr. Bartine—The valuation would cover the existing condition of the property today?

Mr. Shaughnessy—The existing condition at the present time.

Mr. Bartine—Let me suggest—I don't wish to be constantly butting in, or intruding my views on this board. You will adopt whatever course you see fit, but I simply want to help you, if I can. I want to say with regard to Mr. Eggers's suggestion, suppose that in the next three or four months this company should proceed to erect in Reno a hundred thousand dollar building, that would be just so much additional property created down there, and the Board of Equalization could put that on the list, under the authority of the Supreme Court of Nevada in dealing with the broad-gaging of the railroad down in some of the southern counties.

Mr. Miles—I would like to ask Judge Bartine if the Assessor would not have the right under our laws, to place upon the roll any property which might come into the State prior to the first Monday in September, whether it is personal property or whether it is improvements?

Mr. Bartine—Well, I have just stated that I think additional property which comes in, something new, which changes the existing condition, and gives it a greater value, could properly be placed on the roll. That question was raised with regard to the broad-gaging of the Nevada and California Railroad. That was a narrow-gage road, and the railroad company proceeded to broad-gage it. We all know a broad-gage road is worth a great deal more money than a narrow-gage road; and the Board of County Commissioners, sitting as a Board of Equalization,

put an additional value on the Nevada and California Railroad after the Board of Assessors had acted, and the Supreme Court of Nevada upheld that action; and I don't see why it would not apply to everything of a similar character.

Mr. Whitehead—Mr. Chairman, I take the same stand that I have always taken: We cannot assess today something that is going to come up in the future; and as one of the Assessors and a member of the board, I can't see where it is going to make very much difference which way we assess it; but I feel like amending the motion, leaving the assessing of all the telephone companies to the various Assessors, with the aid of the information that the Railroad Commission has.

Mr. Lemaire—I second the motion.

Governor Oddie—Gentlemen, you have heard the motion amending the original motion; are there any further remarks?

Mr. Miles—Mr. Chairman, I would like to ask Mr. Hayes what property or classes of property he includes in real estate; and also the class of property that he has included as personal property in the assessment of this company?

Mr. Hayes—The poles and lines are real estate, and everything of that kind, of a telegraph company is real estate; whether they are in the streets or on private ground, they are real estate.

Mr. Bartine—What is the personal property?

Mr. Hayes—The personal property is the switch-boards—oh, many things, I really cannot mention them—if I had my statement I could tell you.

Mr. Bartine—Do you think that wire which is stretched from pole to pole, and which can be taken down and put up at will, is real estate?

Mr. Hayes—Yes, sir.

Mr. Bartine—You so classify it for taxation purposes?

Mr. Hayes—Yes, sir.

Governor Oddie—There is an amendment before the board, gentlemen, amending the original motion. Are you ready for the question? The amendment calls for leaving it to the Assessors, just as the original amendment was made by Mr. Hayes, and which was withdrawn by him. If there are no further remarks I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Sitton, Whitehead, Arrild, Weathers, McTerney, Leonard, Lemaire, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, and Hayes.

Nays—Messrs. Ingalls and Miles.

Governor Oddie—The motion is carried. Now the question is on the original motion as amended, leaving the matter to the various Assessors. I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Sitton, Whitehead, Arrild, Weathers, McTerney, Leonard, Lemaire, Ronnow, Pohe, Malley, Stern, Seeman, and Hayes.

Nays—Messrs. Ingalls and Miles.

Governor Oddie—The original motion is carried as amended, so the matter is left to the various Assessors. The next item is telegraph lines.

Mr. Lemaire—I move that we adjourn until 2 o'clock.

Mr. McTerney—Second the motion.

Upon the question being put the motion carried, and a recess was taken until 2 p. m.

Afternoon Session

The board resumed its session, pursuant to recess, at 2 p. m.

Governor Oddie—The meeting will come to order. I will ask the Clerk to call the roll.

Upon roll-call all the members of the State Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

TELEGRAPH LINES:

Western Union Telegraph Company

Governor Oddie—The next question is telegraph lines. In the regular order of business the Western Union comes first. With the permission of the board, I will ask Mr. Shaughnessy to make a statement in regard to the full earnings, and so on, of the Western Union, and other telegraph companies.

Mr. Shaughnessy—The Western Union Telegraph Company operated during the year a total wire mileage of 13,241 miles; and this capitalized on a basis of \$40 per wire mile, the assessment levied by this board for the year 1912, would give a property value of \$529,640.

Governor Oddie—Of how much, Mr. Shaughnessy?

Mr. Shaughnessy—Five hundred twenty-nine thousand, six hundred forty dollars; that is for the ensuing year. The gross earnings for the year 1912, that is, the intrastate earnings, were \$59,203.39. The taxes paid in Nevada for the year 1912 were \$9,305.99. That is an increase in taxes paid to the State and counties of \$2,296.32 over the previous year. I think if the board places a valuation of \$40 per wire mile on this company that it will produce a just and fair tax.

Mr. Hayes—I would like, Mr. Chairman, to ask if that includes all their fixtures and furniture, that the Western Union has got?

Mr. Shaughnessy—Yes, that includes all of the property used in operation.

Mr. Hayes—And in fact, anything they have got in connection with the line?

Mr. Shughnessy—Yes.

Mr. Lemaire—Mr. Chairman, according to that, it would be the same proposition we had with the telephone lines. Am I not right?

Governor Oddie—I think so.

Mr. Shaughnessy—It is the same principle we were discussing before lunch.

Governor Oddie—From the figures given in last year's statement, Mr. Shaughnessy, were not the interstate earnings omitted?

Mr. Shaughnessy—Yes, and they are likewise this year.

Governor Oddie—Is there any way of arriving at the amount of interstate earnings?

Mr. Shaughnessy—No, there is no way. We have been after them, though, for some time to report the mileage prorate of all earnings—all earnings from all business creditable to the Nevada mileage; that is, business in and out, and business to be sent through, as well as the local business between points within the State. The auditor, who is located in New York City, has advised us that such a segregation will be forthcoming in the near future.

Governor Oddie—Would that make much of a difference in your estimate as to what the company should pay?

Mr. Shaughnessy—Well, I would hardly think so. I think that when

you make an assessment of \$40 per wire mile, that you have reached the fair physical valuation of this property. For example, they have, I think, twenty wires which are operated between Reno and Elko, have they not, Mr. Jones?

Mr. Jones—No, about fifteen on the Southern Pacific.

Mr. Shaughnessy—Is that the number? I had in mind that you operated twenty from Reno to Elko, and thirteen from Elko to the Utah-Nevada state line.

Mr. Jones—I have not those figures with me; I think you are consolidating the Western Pacific and the Southern Pacific.

Mr. Shaughnessy (continuing)—So that when you take a line of telegraph poles and put a valuation of that kind on it, twenty wires times \$40 per wire mile is \$800 per mile, I think you are getting a very fair value of the property, both tangible and intangible.

Mr. Bartine—You mean as compared with the manner in which other property is assessed throughout the State?

Mr. Shaughnessy—Yes, in comparison with other property.

Governor Oddie—Don't you think a greater proportion of business—of earnings—goes over that system of wires through the State in interstate business, in comparison to the value of the property per mile. than goes over the railroad, in comparison with the value of the property of the railroad per mile?

Mr. Shaughnessy—With reference to that matter, the through earnings accruing from transcontinental and cable business would necessarily be many times greater than the local Nevada business; and I imagine that we will have perhaps several hundred thousand dollars in gross earnings creditable to the Nevada mileage instead of the sum of \$59,203—local earnings between points within the State, when the report is rendered.

Mr. Bartine—In making your estimate, Mr. Shaughnessy, have you taken into consideration the entire business that is transacted within the State, interstate and intrastate, or have you confined it simply to the local business?

Mr. Shaughnessy—It is confined necessarily to the local business, because that is all that is reported.

Mr. Bartine—You made no estimates beyond that?

Mr. Shaughnessy—No, I could make no estimates beyond that. I had to base the conclusions on the Nevada intrastate earnings; and the balance of it, of course, is estimated, largely.

Mr. Bartine—Then these are estimates, are they?

Mr. Shaughnessy—They would be in the nature of an estimate if only earning value was considered, but the \$40 per wire mile has been determined by reference to the physical value of the property, and does not therefore cover the intangible value which might be shown if we had before us all earnings creditable to the Nevada mileage.

Mr. Bartine—Of course you understand, Mr. Shaughnessy, from the business of our office and the cases which we have had, that the Supreme Court of the United States has decided that all of the business is to be considered in estimating the value of the property within the State?

Mr. Shaughnessy—Yes, I understand it. There is a representative of the Western Union Telegraph Company here, if you desire to have him respond.

Mr. Hayes—I would like to ask the gentleman with reference to copper wires—how many copper wires they have?

Mr. Jones—On the Western Pacific and Southern Pacific they run about 50 per cent iron and 50 per cent copper; our reports are 210 pounds to the mile.

Mr. Hayes—The reason I ask that question is, we have got another telegraph line running through the State, the Postal Telegraph Company; they have got, I think, three copper wires, and our assessment amounts to very little from the best wires, and by placing all wires at \$40 a mile, you can see that I get scarcely any assessment from the Postal Telegraph.

Mr. Shaughnessy—Mr. Hayes, in levying your assessment on the Postal Telegraph Company, you say you have three wires?

Mr. Hayes—Three wires, and my understanding of it is they are a heavy copper wire.

Mr. Shaughnessy—You apply \$40 to each mile of that wire, do you not?

Mr. Hayes—Yes.

Mr. Shaughnessy—Making a total of \$120?

Mr. Hayes—What I mean is this, that copper wire should be higher; it can be designated as the Western Union, and also the other; but in that way you would get more of an assessment from the Postal Telegraph Company, and they are entitled to pay; and they give in more than I get. I had a much larger assessment in 1911 than I had in 1912 on account of this \$40 per wire mile. You understand what I mean by that?

Mr. Shaughnessy—It might work a decrease in particular counties. A \$40 per wire-mile basis might have that effect, but it would not have that effect throughout all the counties in the State. Now, for example, the tax paid by the Postal Telegraph Company for the year 1911 was \$612.06, while for the year 1912 on the basis of \$40 per wire mile assessed value, the taxes were \$863.31, or an increase of \$251.25 in taxes paid.

Governor Oddie—I would just like to ask you, Mr. Shaughnessy, when did the Postal Telegraph Company close its offices in the State? Has it stopped much of its business in the State—closed a number of offices?

Mr. Shaughnessy—No, only at the particular offices they found were not remunerative, like Carson City, for example; there was not business enough here for two companies, and the Postal decided to close its office.

Governor Oddie—With the permission of the board, I will ask Mr. Jones to tell us something about the conditions of his company.

Mr. Jones—Our people did not protest very strenuously on the valuation of \$40 per mile, although it was made plain to the Board of Assessors two years ago and a year ago, that the actual average wire valuation was more nearly \$20 a mile; but, as was explained by Mr. Shaughnessy, and I think by the late Attorney-General, doubling up this valuation was necessary in order to give the state its prorate on overland business. Now if you are going to assess wires on their actual value, you will have to segregate the copper from the iron. About half of our wires in this State are iron, and they are anywhere from 15 to 40 years of age—badly deteriorated—they cost \$15 a mile in the first place,

and today are possibly worth less than half of that amount. The copper wire costs at the factory about \$30 a mile; we add to that about \$7 a mile for the construction, so you are not very far off from the actual value on copper at \$40 a mile. The larger wires that you spoke of a while ago, I should imagine would cost \$50 a mile. As Mr. Shaughnessy said, our taxes under the former plan, where it was left with the Assessors, amounted to \$7,009.67, as against \$9,305.99 at the \$40 valuation, or an increase of \$2,296; and if you refer to the statements you have in your laps there, you will see this equals 15 per cent of the intrastate earnings, which is the highest percentage of any company on the list. Again, that is explained by the effort of the board to overcome this prorate that the State thinks it is entitled to on overland business. Our people have maintained strenuously that \$35, or even \$30, would be a more equitable value to put on, but they did not see fit to pay their taxes under protest, and I don't think they will this year; and I feel sure that you will agree with me that anything more than that would be exorbitant and unreasonable.

Now the gross revenue, as shown in the State, \$59,000, if multiplied by three to overcome the overland prorate, would still yield the State 6 per cent in taxes. That is about the average on the list. This company pays about 3 per cent dividend, so anything we pay above the 3 per cent would look to be exorbitant.

Then I want to call attention to some things that the Western Union Telegraph Company has done for the State of Nevada, for which we ought to receive some consideration. Our rates have been materially reduced throughout the State, and without very much pressure; and I want to say that the reduction in rates this year compared with 1911 has caused a depreciation in our intrastate earnings of \$11,000. Now, on top of that loss of \$11,000 on account of the reduced rates, we have increased our cost of maintenance and operation \$23,000 by giving better service, more wires, better facilities, and everything of that sort. We have improved our plants at Reno and Winnemucca, and we have facilitated the business of the State in a great many ways. We have increased the number of 25-cent rates; a few years ago you didn't have any 25-cent rates in the State, except perhaps between here and Reno. Now they have extended it to quite a number of places; and, furthermore, we have made a reduction in press rates for newspapers without any protest, notwithstanding our connecting lines of telegraph who have short hauls and higher rates, would not meet us in that reduction. All these things, I believe, go to show the good faith of the Western Union Telegraph Company. In addition to this, we have extended to all the community reduced cable rates to all European places. Messages for London and Liverpool which formerly cost \$4.40, can now be sent for \$1.75; and messages formerly costing \$8.88 can now be sent for \$2.15; and the word rate of 31 cents on deferred service is now 19 cents. That is all that I have to say on the subject.

Mr. Pohe—Mr. Chairman, I understand the representative of the Western Union to say \$20 a mile was the cost of the wire.

Mr. Jones—Average cost of the wire.

Mr. Pohe—Seven dollars fifty cents for labor?

Mr. Jones—Seven dollars for labor.

Mr. Pohe—What becomes of the poles and cross-heads?

Mr. Jones—That is bunched in, you see, on the big lines.

Mr. Pohe—Then you mean to say that the wires cost you that, and you take no consideration of the fixtures in your offices, your instruments, your poles and cross-heads?

Mr. Jones—That is more than offset by the increase in wire mileage. We used to pay on a basis of \$10 a mile for iron wire, and \$15 a mile for copper wire, and \$5 a set for instruments; and we used to pay about a dollar apiece valuation on poles. That is a valuation of anywhere from \$20 to \$30 a mile on poles; that is the way it used to be under the old arrangement; but taking them up and summing it together, and dividing by the wire mileage, shows that average wire cost, including the poles, cross-arms, instruments, batteries and everything pertaining to the operating service, would average somewhere about \$20 a mile.

Mr. Pohe—Then you mean to say in fact, that you are now estimating what you used to pay twenty years ago for these poles, or what you are paying for them now?

Mr. Jones—There has not been such an awful increase in poles. I could get poles today for \$3 apiece.

Mr. Pohe—That is three times as much as at first, from \$20 to \$30.

Mr. Jones—You concede 55 per cent for assessment purposes. I figured that out very carefully in 1910 when I was before your body; I showed that a five-wire line cost \$238.20 a mile.

Mr. Pohe—How much, \$238?

Mr. Jones—Two hundred thirty-eight dollars, that is what it cost. Now take off 45 per cent of that, and we are entitled to a return of 55 per cent of the valuation; that would make at that figure, deducting 45 per cent as assessable, that would reduce it to \$107.19, and would make the value per wire mile for a five-wire line \$21.40.

Mr. Whitehead—Mr. Chairman, I move that the Western Union Telegraph Company be assessed at \$40 per wire mile.

Mr. Stern—I second that motion.

Governor Oddie—You have heard the motion, gentlemen; are there any further remarks? If not, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Postal Telegraph Company

Governor Oddie—With the permission of the board, I will ask Mr. Shaughnessy to give us some figures on the Postal Telegraph Company.

Mr. Shaughnessy—The Postal Telegraph Company operated a wire mileage in Nevada for the year 1912 of 1,369. The gross earnings in Nevada for the year 1912 were \$13,586.92. Taxes paid in Nevada for 1911, \$612.06. Taxes paid in 1912, \$863.31, or an increase in taxes paid of \$251.25. This company paid taxes amounting to 5½ per cent of the gross earnings. The taxes accruing on a 4 per cent gross earnings basis would be \$543.47, as against \$863.31 paid. The assessed value of the property as levied by the board last year was on the basis of \$40 per wire mile. On the basis of the physical value of the property, I would figure that a reassessment of \$40 per wire mile would be just and fair.

Governor Oddie—Do your figures take into account the interstate earnings?

Mr. Shaughnessy—No, not completely.

Governor Oddie—It is the same as the Western Union?

Mr. Shaughnessy—They take in a portion of the interstate earnings in and out, and local between points within the State. They do not take account of overhead, transcontinental, through business, and also the international cable business. We are after this company to report in that detail, however.

Governor Oddie—Is there a representative of the Postal Telegraph Company here? (No response.) We are ready for a motion, gentlemen, or any remarks.

Mr. Ingalls—Mr. Chairman, I make a motion that we assess the Postal Telegraph Company the same as last year, \$40 per wire mile.

Mr. Pohe—I second that motion.

Governor Oddie—You have heard the motion, gentlemen, are there any further remarks? Not hearing any, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

ELECTRIC AND POWER LINES

Governor Oddie—Those are the only telegraph companies in the State. The next will be electric and power lines. These were left to the Assessors last year. I will ask Mr. Shaughnessy, with the permission of the board, to make a statement in regard to these companies. I think he has some figures that will be interesting.

Mr. Shaughnessy—With reference to the electric, power, gas and water companies, I have the same operating and valuation detail that I reported to the board this morning with reference to the telephone companies. I can give you that in detail for each company, if it is the desire of the board to take them up individually, and value each one. The matter, however, of apportioning taxes on any basis that is workable is rather difficult; that is for this board to assess a per mile of line valuation on the basis of transmission line mileage, would not apportion the valuation, according to the value of the property located in the different counties, nor in proportion to the earnings in each county. If the matter is left to the various County Assessors, the Commission is in possession of a good deal of detail with reference to the value of these properties, and also with reference to their earnings at many points within the various counties throughout the State, which we can furnish to the Assessors, and enable the Assessor to arrive at a fair assessed valuation of the property. This list that has been furnished by the Railroad Commission shows that most of those properties are—that is, on a 4 per cent of gross earnings basis method of reaching the valuation—most of those companies are grossly undervalued; they need raising. You notice the ratio of taxes paid to gross earnings runs from $\frac{2}{100}$ of 1 per cent up to 3.59 per cent, which was the highest; and that the average ratio of taxes paid to gross earnings by all of the electric light and power companies, is 2.92 per cent. The average paid by all of the gas companies is 4.26 per cent. They are in pretty fair shape, and are being assessed about right. The water companies are somewhat better than the electric light; in fact, a great number of them are assessed very much in excess of a 4 per cent valuation.

Governor Oddie—I will ask Mr. Shaughnessy regarding those that are assessed higher than 4 per cent, how they are assessed in relation to the actual value of the plant? And if you have the data, I think it would be interesting to know how these other companies that are

assessed under 4 per cent are assessed in relation to the actual value of the properties.

Mr. Shaughnessy—Well, I find that I have forgotten to bring that detail with me. It is over at the office, but I can have it sent over here in a few moments. There are only a very few of the companies that we have an appraised valuation on. We are having appraised valuations made, however, of practically all of the public utilities operating within the State; and those that we have show a very much higher valuation than the assessed valuation. Naturally these companies give in for the purpose of assessment the minimum of valuation; but in reporting for the purposes of rate-making, they put in as high a valuation as it is possible to sustain.

Governor Oddie—What proportion, on an average, would the valuation put in for assessment purposes be in relation to the valuation put in for rate-making?

Mr. Shaughnessy—Well, I have not figured out just that ratio, Governor. What I have given is on the gross earnings method of finding valuation. The electric light and power companies have put in valuations for taxation that range anywhere from 20 to 60 per cent of full valuation. If it is the desire of the board to take up these individual companies and levy the assessments, I can get further data to give you on them; but if you are going to leave it to the various County Assessors, as you did a year ago, I can furnish you that data later.

Mr. Hayes—I think it would be the proper thing to get the data from the Railroad Commission for the Assessors, and leave it with the Assessors for the time being. These companies are assessed in many different counties. For instance, the Washoe Power and Development Company, the valuation placed on it by the Assessors is \$44,490; the Truckee River General Electric Company, the value placed by the Assessors on that is \$135,910; the Hunter Creek Water Company, \$11,700; the Reno Power, Light and Water Company, \$250,180; and the Washoe Deep Well Company, \$4,900. Now those are assessed from an inspection by the Assessors; and any information we can get, so we might raise any one of those companies, would be of great assistance to the Assessor. And I will make a motion to leave it with the Assessors, with the understanding that we get this data from the Railroad Commission.

Governor Oddie—Mr. Shaughnessy has stated that he will send that data to the various Assessors.

Mr. Bartine—It is more properly before the Public Service Commission, the data which will be furnished to the Assessors.

Governor Oddie—A motion has been made to leave it to the various Assessors.

Mr. Lemaire—I second that motion.

Governor Oddie—It has been moved and seconded that this matter be left to the various Assessors; are there any further remarks? Not hearing any, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

CONTRACT, PATENTED, AND OTHER LANDS:

Governor Oddie—The next item is contract, patented and other lands. Now this is a big question and we wish a discussion on it. I would like to state that you all know there has been a citizens' taxation and

economy commission working in this State for a number of weeks; you know how it was formed, and the purpose has been to assist the State, to assist the Assessors, and to assist the Legislature. It is not formed for the purpose of trampling on the toes of any body, or usurping the rights of any public official in the State; it was formed for the purpose of being of assistance; and the gentlemen on the commission have been working particularly hard, I happen to know. They have studied the tax laws of all the other States, and their operation; they have studied the conditions in this State, and they have secured data which would have been impossible for any single Assessor to have secured. And I want you to understand the operation, the workings, of this commission. It was not formed, and it has not been working with any idea of usurping any of the powers of the Board of Assessors, simply that it might be an assistance to them. You know what assistance the Railroad Commission and the Public Utility Commission has been to this board in getting scientific data on questions that come before the board; and this question of lands has been one that has puzzled this commission a good deal. They—the commission referred to—have found grave inconsistencies throughout the State on the question of real estate assessments. This is not a question that is troubling the State of Nevada alone; every State has this problem to solve; and the best talent in every State is working on it, and it is impossible to get too much light or information on the subject—we cannot get enough.

Mr. Ingalls—Mr. Chairman, the land has always been left to the various Assessors in the different counties of the State; and in regard to the state contract land, the Legislature passed a law, which is in existence, under which state contract land should not be assessed less than \$1.25 an acre. There is not a great deal of land to assess in Esmeralda County, and some land I assess at \$1.25 an acre—state contract land, unimproved, wild sagebrush land—\$1.25 an acre. Other land, agricultural land, I think about \$10 an acre. What the Assessors in other counties are doing I don't know, and we might hear from them, and get a little discussion on this data, and see how near we are even, one county with the other, and what we are doing; but I don't see how this board could hardly place a fixed valuation on land.

Governor Oddie—I think it was brought out pretty clearly at last year's meeting that the sense of the board was not that \$1.25 should be the maximum, because the law had made that the minimum, but rather that contract lands should be assessed on the same basis as other lands, and that the amount due the State on the contracts would operate the same as a mortgage. This minimum of \$1.25 per acre should not be the basis for determining the value of the land for assessment purposes.

Mr. Miles—Mr. Chairman, I would like to ask if any of the economy taxation committee are present, and if so, I would like to hear from them.

Governor Oddie—There is one member present, Mr. Hugh Brown. We would like very much to hear from you on this, Mr. Brown.

Mr. Brown—The work of the general committee was divided into subcommittees. There was one committee appointed to make a comparative study of the tax systems of other States, with a view to borrowing from their systems any features that might be deemed advisable in this State. Another subcommittee was appointed to investigate the actual

operation of the tax laws of this State. Another subcommittee to investigate the expenditure of public funds, with a view to ascertaining whether or no there was any extravagance in the expenditure of public funds, and to make such recommendations along that line as might seem proper. I was appointed a member of the first subcommittee to study the tax systems of the other States; and the question that is now under discussion here comes under the work of the second subcommittee, namely, the actual operations of the tax laws in this State. Not being a member of that subcommittee I have no knowledge, and cannot respond to Mr. Miles's invitation. The general committee met on Saturday and Sunday last in Reno, and received the reports of the several subcommittees. Those reports are all to be published and distributed. I am sorry at this time, Mr. Chairman, that I cannot throw more light on the subject.

Governor Oddie—We thank you, Mr. Brown. I will state that this committee we have just mentioned has been working without salary, and doing it for the best interests of the State. Each member who has been appointed on this committee has been requested to act and to give his services, and I happen to know they have worked very hard.

State Controller Eggers—You have got a committee out collecting money to defray the expenses, I think.

Governor Oddie—There is no salary attached to it at all.

State Controller Eggers—I have not contributed yet myself, and I don't intend to.

Governor Oddie—Well, gentlemen, we would like to have some discussion on land values in the State.

Mr. Miles—Mr. Chairman, I would like to ask Mr. Brown if it is a fact that his committee has discovered that in all counties in the State there is property which has escaped taxation, and I would like to know what property it is, if he knows?

Governor Oddie—I can say that Mr. Brown was not present at the meeting on Saturday, and I was. I can give you some facts that were brought out by one of the subcommittees—some particular instances that I remember. They reported on quite a large number of various properties in the State, dwellings and ranch properties, and I happen to remember a few that struck me very forcibly. One was, in one county they reported there was something like 600,000 acres of land, privately owned, that were not on the assessment roll—I don't know what county it was in. And in another case there was a ranch valued at something over \$600,000, or around \$600,000, that was assessed at something like \$30,000. And in another case, a band of sheep was assessed at 500 sheep, and \$23,000 worth of sheep were sold from that band that year. It was not brought out that those sheep were actually the increase from that band, because the owner might have bought other sheep and sold some of them, and not all from his original flock. There were a great number of instances cited, showing a tremendous inconsistency in the assessments of real estate in this State. Ranch lands are the hardest things to assess.

In bringing this up, gentlemen, I want you to understand that I consider it one of the most difficult matters for an Assessor, and every State has found the same difficulty. What we want is a new law, if we can get it, which will be of assistance to the Assessor. And this is not brought out for the purpose of casting any reflection on any Assessor

at all, because everybody realizes his path is a hard one. What the State wants to do is to render assistance to the Assessors, and make their way easier, and make it possible for them to get a more equal valuation of property throughout the State; and the great sticking point is the land. We must raise more revenue. It is not much when you consider the condition of the State. The State is in magnificent financial condition. The whole trouble is a matter of adjusting our finances, and adjusting our taxation system. It is a matter among ourselves. I don't think any other State can compare with us, when you consider there is almost a hundred million dollars on the assessment roll, and the State only owes \$230,000, in round numbers, and owes that to itself, and owns over one and a half million dollars of bonds in outside States and Government bonds.

State Controller Eggers—The indebtedness of the State is not \$230,000 now; it is less now.

Governor Oddie—It is something over two hundred thousand.

State Controller Eggers—No, sir, still better.

Governor Oddie—So much the better. A fraction of 1 per cent of the assessed value of the State. The condition is magnificent, and it is simply a matter of adjusting the State's finances, which we must do, having the assessments made more equal, and increasing the assessment roll all over the State. We must get the tax rate down, and in order to do it we must get the assessment roll up.

Mr. Ingalls—Do I understand the state rate will have to be raised to do this, the state rate of 60 cents; or is the idea to get a higher valuation, a more equal valuation?

Governor Oddie—To get a more equal valuation, so as to increase the assessment roll, and thereby raise more money, in order to meet the current expenses. The General Fund is running behind about \$150,000 a year; it has been doing that for over three years, and it is simply a matter of having to raise more money to meet our running expenses. If the next Legislature can reduce expenses advantageously, it will do it; it is going to work hard along that line, but I don't see how they can cut off that much, the amount the State is running behind, without injuring the State's institutions—or anything like that much.

Mr. Bartine—Mr. Chairman, perhaps I might make a suggestion that would be interesting, if not of any particular value. It is generally understood that the State is in somewhat straitened circumstances financially, not because the State is poor, but, as the Governor has said, and it has been emphasized by our Controller, the State is really in magnificent condition; but for some reason or another the money is not where we want it, it is not in the proper fund; and perhaps, upon the whole, we are not getting quite enough.

Now there are two propositions quite prominently before the people of this State; one is that we should reduce the expenses of the state government; the other is that we should increase property values for taxation, so as to raise an adequate revenue. It may be, as the Governor has remarked, that there can be some reduction of expenses, but I don't see where there is going to be a very great deal of reduction in the expenses of the state government without crippling it, and without discrediting it in the eyes of our sister States. We have never had any trouble in a financial way until quite recently, and just exactly

what the trouble is I don't know. Mr. Eggers is more familiar with the finances of the State than I am, and probably the Governor is, too, because it has not been in my line of studies. But I can look back some twelve or fifteen years, and find myself face to face with the period in the history of this State when it only had about twenty-three or twenty-four millions of dollars on the assessment roll. At the present time we have approximately a hundred million dollars on the assessment roll.

State Controller Eggers—A hundred is a little strong; I would say ninety-one.

Mr. Bartine—Ninety-one million, almost four times as much as we had, say, fourteen or fifteen years ago. Now without going into details, I am very confident that the expenses of the state government have not increased four-fold, and that is not the principal trouble—the trouble lies somewhere else. Of course we have lost revenue in various ways: we have lost the revenue which was derived from the gambling interests throughout the State; and I understand we have lost something in the way of poll-tax receipts, that have been assigned to the counties for various purposes—for some particular purpose. But there is this thing that you should all bear in mind, that you cannot cut the expenses of your state government very much without crippling it; and we have all taken pride in our State; we have all felt that our State was quite able to take care of itself; and years ago when I had the honor of representing you in the lower house of Congress, and the State of Nevada was characterized as the "Rotten Borough," it was my pleasure and pride at all times to call attention to the fact that no State in this Union stood on a better financial basis than Nevada did, that with only a population of from forty to fifty thousand people, we were absolutely out of debt, and a long way ahead; that our school system was without a superior in the whole United States, and I don't think that the people of this State will look with very much favor upon a trimming down that is going to seriously militate against the efficiency of our state government; and under no circumstances do I see where you can save a very great deal. The remedy in the main, it seems to me, must be an increase of valuations.

Not in any spirit of boasting, but for the purpose of general information, I want to call attention to the fact that through the data which has been furnished by the Nevada Railroad Commission, railroad and other public service corporation values for the purpose of taxation during the last three years have been increased twelve millions of dollars in the State of Nevada—just about twelve millions of dollars. Now on the basis of 60 cents on the one hundred dollars of valuation, that means \$72,000, which is $3\frac{1}{2}$ times the total expense of maintaining your Railroad Commission. So I don't think there can be any very great grievance against the Railroad Commission as a business proposition, considering that one little item alone.

There are people in this State who fancy that the railroads and other public service corporations, should come pretty near bearing all the burdens of taxation, or at all events, if there is to be an increase, it should be leveled at them. Now the fact is, the railroads and the public service corporations are not by any means the greatest tax-dodgers. There is a vast amount of property all over this State that undoubtedly is either escaping taxation entirely, or else it is assessed at a wholly

inadequate value—at a value that is out of all proportion to its real value.

I was strongly impressed by a little colloquy which took place between our honored Governor and one of the gentlemen who represented one of the counties of this State last year. In the course of the colloquy, the Governor brought out the fact that alfalfa lands in portions of this State were assessed at from \$25 to \$35 an acre, while the selling price of those lands was \$150 an acre, according to the admission of the gentleman; and, according to the knowledge of some of us, two or three times \$150. Now there is not a railroad in the State of Nevada that is not coming nearer paying upon the fair value of its property than the valuation of those lands—that is, the assessed valuation that those lands bore to the real value of the lands. And it seems to me that while it is not a practicable and feasible thing for this Board of Assessors to enter upon a general system of land valuations, and to undertake to place any valuation upon lands in general, because they vary so much, nevertheless you might possibly take action that would be productive of some good, and which in a measure would relieve you of the unpleasant necessity of raising values in your respective counties. It has been shown pretty clearly that it is necessary to raise more money. I have shown you how the railroad valuations have been raised during the last three years. Now I suggest—simply submit as a tentative proposition for your consideration—something like this: Suppose you were to adopt a resolution that there should be a general advance of land values throughout the State of say from 10 to 20 per cent over and above the present values; that would be a very substantial increase in the valuation of property of this State for the purposes of taxation, and it would not bear hard upon anybody, and it would produce a good substantial increase in the revenues of this State. I throw this out as a suggestion. Let us see what that would amount to. Suppose here is a piece of good alfalfa land assessed at the rate of \$25 an acre, and suppose it is worth \$150—putting it at the minimum, and we all know good alfalfa lands are worth more than \$150 an acre; supposing you add 20 per cent to that \$25, which would be \$5—instead of assessing the land at \$25 you assess it at \$30. Now carry that principle all along the line in all counties in this State, and it is going to amount to a very substantial increase in the assessed valuation of the property in this State. Of course land is not the only thing, but that is the one particular thing that is under consideration now, and when I make this suggestion I don't want you to think I am presuming, or that I am trying to force my ideas on you in any way, but I throw out the suggestion for your benefit, and for you to consider for what it is worth.

Governor Oddie—I would like to state in connection with what Judge Bartine has just said, the Assessor of the county whom he mentioned, went to work good and hard, and raised the assessment on certain classes of lands in his county—no, I am mistaken; one of the other Assessors who was mentioned by me at the last session in connection with some land, went to work and raised his land there considerably, and the County Board of Equalization cut down a good part of the raise, so it is not always the fault of the Assessor.

Mr. Bartine—That is true, Governor Oddie.

Governor Oddie—I know the Assessors want to do the best they can; they want to do their duty; but the more you look into this question the more you will see that they need assistance, and the State should be in a position to render them assistance. I agree with what Judge Bartine has said in regard to raising alfalfa lands, and other valuable farm lands in the State, but I think it can go further. If every Assessor would do that there would be such a substantial increase over the State that the tax rate would be reduced, and it would not fall very heavily on any one man.

State Controller Eggers—Mr. Chairman, while I partly agree with Mr. Bartine, as long as he has mentioned my name, I will explain a little of the State's finances, and where the money went to begin with; and then probably some of you will know what became of it. Since I came into office in 1907, there has been one office after another created—new offices, remember. The first was the State Police with an appropriation of \$150,000, which has come out of the General Fund. That is where you Assessors get off at. We also passed a law for a Railroad Commission, and added to it a Public Service Commission. All of that is since I came into office, when the treasury was full. I will admit that I am only a State Controller, and only a bookkeeper, but I am acting according to law, and I am in the Supreme Court half of the time.

You have also a Mining Inspector's office, created since; you have a State Engineer's office—everything has been created since I have been State Controller, which is true according to law. There is where your money went, in all these other offices; and it is true, as the Governor says, we have either got to raise more revenue or we have got to hang up our hats, we cannot run this state government without money. Governor Oddie cannot do it; Governor Dickerson could not do it; neither can the State Controller assist them in their efforts. Now this is true. At least two or three hundred thousand dollars has been for offices newly created since 1907, according to your Legislature's laws. As far as I can see, there is where your money went. Our General Fund is busted, and busted today; and before the Legislature gets through, they will have to bond the State for more money to pay themselves. That is also true. When my report is out in a day or so—as soon as I can get it out—I will present it to the Governor, and let him be the judge. There is where part of our money went, Governor; it is not your fault, it is not my fault, or anybody else's fault; I don't mean it in that way—that is true, why should we not go behind? It may be true that we have raised in valuations from some years ago, from twenty million dollars, but it is also true our state tax rate has come down from one dollar to sixty cents, which gives still less. The people of the State cry for lower taxation; the rate has been reduced, and yet we are still in debt, we are still groaning. We are not as a State, in debt, virtually speaking, but our General Fund is in a rather bad condition today. We are owed by the State of Massachusetts, roughly speaking, \$1,375,000, that we have loaned out at three and three and one-half per cent, according to our laws—and they had a right to loan it. We have loaned some to the State of Idaho at four per cent, which is also under the law. I have no criticism against any board, or any one else; but our borrowing capacity under the Constitution of this State—and I don't know sometimes but what it is a good thing that we

cannot borrow but \$300,000, under certain conditions—happens to be a little slow for the needs that we have. But, bringing it back, it has got to be either one thing or the other. This tax commission is a very good thing, but they have got to show us where we are going to get the money, or else we have got to do less business. That is all there is to the game. We have got either to have more money—if we are going to keep the state government running under present conditions, we will have to have money to do it, or else they will have to tell us to shut up shop—one of the two. We cannot run the government without money. Governor Oddie cannot do it; Governor Dickerson could not do it; and I cannot assist them or help them do it; that is true. Now as far as the Assessors are concerned, I will speak a kind word for them all. The majority of the Assessors turned in splendid assessment rolls, more of an increase really than I expected, although I did expect pretty close to it; but there are some that didn't come up to my expectations; they didn't gain a nickel, in fact, they lost in their valuations in 1912, according to 1911. Now I don't wish to mention any names. As soon as my report is out everyone can see it. I have not got it out yet; I have been handicapped during my settlements with the County Auditors and Treasurers, and I am trying now to get my report before the Governor, and will have it there as soon as possible. But one thing is sure, whether it is a committee, or whether it is the Assessors, or whether it is your humble State Controller, we have got to get the money, or we have got to close up shop in some quarters. That is all there is to the game.

Mr. Ingalls—Mr. Chairman, as far as Esmeralda County is concerned we have a very high rate of taxation, and a very high valuation, and it is going to be a hard proposition whether, in order to keep up what little revenue the State gets from our county, I will be enabled to hold up the valuation this year with 1912. I don't think I can hold up the same valuation as for 1912. It may not be any material or great falling off. We haven't any field to work in to increase valuations in our county.

Governor Oddie—Let me ask you, Mr. Ingalls, what proportion of the total assessed valuation of the property of your county is farming property?

Mr. Ingalls—A very small per cent is farming; it is principally the mining industry in Esmeralda; very little farming, a few ranches, that is all.

Governor Oddie—I would like to hear from some of the other Assessors on this matter—it as a great big question—some of the Assessors of the agricultural counties.

Mr. Whitehead—We have not very much farming land, but I would just like to say a word, I don't know whether it would apply in all counties, as it would in mine or not; but Judge Bartine's suggestion of a horizontal raise would not apply in my county. I have contract lands assessed there at \$10 an acre that you can buy for \$10, and some of it for a little less, I guess; but I worked on the proposition that it is nearly all held for speculation, and I make those fellows that are outside holding the land for speculation come through with their share of the tax, because they don't pay anything besides that, and the board of commissioners have upheld the proposition. But, on the other hand, I will say that when I went into office the highest agricultural land

was assessed as farming land, at \$6 an acre, and perhaps the average selling price would be about \$70 or \$75. There are cases—and I wish to say that I would have to have a whole lot more information given to me than this economy commission has given, for me to change my views, because I believe they have taken an exceptional case here and there, and in nearly every instance the cases are exceptional, because you can go in any State where they have Tax Commissions or State Boards of Equalization, and find the same conditions existing, where certain properties are not assessed over 15 per cent, and other properties are assessed up to 60 per cent—cases can be cited in California, Utah, and other States where they have these different boards; and I think nearly all the Assessors meet with the same proposition. Now the same lands that were assessed at \$6 an acre are today assessed from \$10 to \$30 an acre in my county; and I believe the Assessors are all working along the same lines, and trying to bring those things up, and to equalize where they have found things unequal. I know it has been my idea, and I have, as I say, in two years made those increases, from \$6 to \$20 and \$30 an acre; and while there may be exceptional cases, as cited by this economy commission, or taxation committee, where land has sold in my county for more than what I term the average price of \$75 an acre, yet if you were to go there, you could buy lots of the best land for \$75. On the other hand, you might have to pay \$150, or more than that, for some of the best—a few of the best pieces—but taking on the average, on the whole, I figure that that would be about the average price; and I have tried to come nearer to what it should be. Now, if I should jump those lands to \$50 or \$60 an acre, in line with the suggestions of this committee, I would not stay in office any longer than the commission that would be created to do the same thing would. The first Legislature that met would do away with the tax commission, or a commissioner, that would do the same thing; and we are up against the proposition as a State Board of Assessors. We have been making our assessments uniform, as near as we could tell, with what we had other property assessed, and if the Legislature jumps in, and creates a tax commission, and they act in line with the suggestion of this committee, and raise the property to its full cash selling value, then the corporations and utility companies are not paying anything like the other people are, and your tax commission would be knocked in the head by the next Legislature. I believe a tax commissioner, or somebody even in the counties to help us get this information, and weed out those exceptional cases, and bring them to the attention of the Assessor, would do lots of good. And in line with that thought, I wish to say that the time that is given to the Assessors in which to prepare their rolls and get out their tax lists is not long enough between the time the roll is closed and the time the Board of Equalization meets, as explained before this committee. The newspapers in Clark County, in particular, haven't type enough to print our tax list and we have to send it to Los Angeles or Salt Lake, as the case may be, and in the two weeks between the first Monday in September when the roll is closed, and the third Monday in September, when the Board of Equalization meets, my tax list is sometimes in the printer's hands, and the Board of Equalization has met and I haven't even mailed it, because I didn't have it to mail. Now this is likely one of the faults or reasons why things are not equalized as well as they should be, because the

things are not brought before the Commissioners; they don't know what their taxes are, only judging from what they were the year before; and if they had more time, and there was more publicity given to the assessments I believe this would help matters a great deal, along with the suggestions of this committee. And I think Mr. Brown has drafted a bill to remedy the condition, doing away with the Board of Assessors and the State License and Bullion Tax Agent as state officers. This may be all right, and it may not, I don't know; but, as I said a while ago, I would have to have more information on the subject to convince me that it is.

Governor Oddie—In referring to state tax commissions, of course a great deal can be said on that question. The object of having a commission of that kind will be to assist the Assessor. The conditions in Wyoming were very similar to the conditions in this State up to three years ago when they established a State Tax Commission. At that time the assessment roll was sixty-seven and one-half million dollars. In one year that was brought up from sixty-seven and one-half million dollars to one hundred eighty-seven million, and the state tax rate was cut from 65 cents to 25 cents, so the whole State benefited. And if our Assessors could get busy, and make a heroic effort to increase land values to the level of other properties in the State, the total assessment roll would be increased greatly, and the tax rate would come down.

Mr. Bartine—It would not be all increase, because they would get a portion of it back.

Governor Oddie—Oh, yes, the counties would get a portion of it back, the largest portion; they could cut down the county rate, which would help every way. It is a big question, and is puzzling the authorities in every State.

State Controller Eggers—Governor, that does not solve the question, the question is: How are we to get more revenue to run the State as it is today? We must have the money or we must close up shop, as I said before. That is the question. That might remedy it in time, but it would not remedy it this year. How are we going to get the immediate money?

Governor Oddie—That is a question for the Legislature.

State Controller Eggers—I know, but that is in connection with the tax commission. That is what I want them to tell us, how we are going to get that.

Governor Oddie—They cannot tell the impossible.

State Controller Eggers—They have got to tell us how to get the money now with the officers we have.

Mr. Bartine—I suppose they will do as we said a while ago, they will give you the advice for what it is worth.

State Controller Eggers—What is bothering the State Controller is how to get the immediate money.

Governor Oddie—That is a question to come before the Legislature. This commission has worked hard and faithfully for weeks, I know it, and they are going to make recommendations in their report, and I would like to have every Assessor here have a copy of that report. It is such a big question we cannot get too much light on it and on what other States are doing, so if we can pick up an idea here and there to help us, we should welcome it.

Mr. Whitehead—Mr. Chairman, just one more word from Clark

County. This question of raising more money is a serious question. Now in 1911 Clark County's assessment roll was about \$2,300,000, and in 1912, \$3,600,000. If all counties in the State have increased in proportion, we should get the same proportion more in the State for taxes, because the state tax rate was not lowered. This question of raising more money it seems to me is a pretty serious one, because we are getting it every year, I know ever since I have been on this board, we have raised valuations, and it has been done in each county, and it has kept coming up—"we need more money" all the time.

Governor Oddie—It is safe to say the other counties have not raised more money in proportion than Clark County.

Mr. Whitehead—I don't know about that, but the question with me is, do I have to keep that up forever?

Mr. Sitton—I would like to say this in regard to Churchill County, there has been a raise of 35 per cent in two years.

Mr. Weathers—I will say for Elko County, we have raised over 50 per cent in the last six years in valuation.

Mr. Leonard—I will speak for Humboldt County and say we have raised about 40 per cent in five years.

Mr. Lemaire—For Lander County I will say the valuations have been raised from a million and a quarter to over three million since I have been there; the tax rate was something like \$3.25 or \$3.75, and now it is down to \$2.65. The county had an indebtedness of something like \$45,000, and today it is out of debt.

Mr. Hayes—I want to say for Washoe County, our city property was over assessed, and I have reduced the city property half a million dollars in two years, and I think my roll has gained close on to \$900,000.

Governor Oddie—There is another question: How much has the actual value of the farm lands increased in these various counties? Of course we want to keep hammering on, and how much of the increase in the last five or six years is caused by the increase in the railroads?

Mr. Pohe—Mr. Chairman, the assessment roll of Lyon County was a million—over a million—and I don't know that I can promise much of a raise this year; it will depend on what this board does. We have raised two items already against the ranchers, cattle—both beef and stock cattle—and milch cows. We have passed over telegraph lines—left those as they were. Now the telegraph lines are not a bit nearer to the 55 per cent valuation than those beef cattle were at \$30, and we raised them to \$40; and it looks to me as though it was going to be a case all the way through this session of raising the rancher and letting the other fellow go. If they do that, Lyon County is not going to promise a bit more.

Governor Oddie—Speaking of beef cattle, Mr. Pohe—or of cattle in general—is not it a conceded fact that a great many cattle cannot be gotten on the roll, it is impossible to get at them; and that there is always a large percentage that escapes which no Assessor can find?

Mr. Pohe—True enough, Governor; I recognize all that; but I believe in one of Mr. Shaughnessy's reports he said it was not complete as to all of the earnings that should be considered, and that those figures could not be given at this time; and I don't think we are getting any closer to them than we are to the beef cattle. Now for Lyon County we haven't got a piece of land in Lyon County that it is possible to get water on—if there is water to be had for it—that is assessed for less

than \$5; the other counties are assessing it for \$1.25. Now the assessed value on the pasture lands—and that is nothing more than the river bottoms, including the river—is \$10 an acre; and I don't know how you can raise that any more. I don't know how you are going to raise sagebrush land from \$5 up, when the balance of the counties have it down to \$1.25. And when I get through what I am asking this board, which won't be unreasonable, is not going to harm the people, that if I don't get it Lyon County won't raise its valuation. That is not a threat, Governor, because I have not got it to raise on.

Governor Oddie—Oh, I understand, it is up to the Assessor every time.

Mr. McTerney—Eureka County has more than doubled in its assessment in the last five years, and we have very little farming land—we haven't got much of a chance to cinch the farmer.

Governor Oddie—What is the value of good farming land in your county—cultivated land?

Mr. McTerney—We average it. For instance, a man has 160 acres or so, he has got six or eight acres in alfalfa, and I assess him \$5 on this tract, \$5 an acre all through, and it will bring his alfalfa land up to probably \$15 an acre.

Governor Oddie—What is the alfalfa land worth?

Mr. McTerney—I really don't know.

Mr. Bartine—Mr. Chairman, just one word more. It does not seem to me that these suggestions, that values have been increased in this county and that county and the other county 50 per cent or 40 per cent quite meet the point. I have already directed attention to the fact that during the last twelve or fourteen years the aggregate of values in this State has been increased from about \$23,000,000 to about \$91,000,000. That aggregate could not have been increased without increases in the various counties, because it takes the various counties to make the State. It goes without saying that the aggregate of valuations has been increased, but that does not quite meet the point. There has been a great deal more property created in the State during the last twelve or fourteen years, and of course that new property has added to the aggregate of value. So with regard to lands, which lands when they are first reclaimed are not worth near so much as they are after they are splendidly improved. You take a piece of new land at \$1.25 an acre from the Government, and in the course of five or ten years you have a piece of land worth \$50 or \$100 or \$150 an acre. Naturally, there ought to be a considerable, and there is, a very considerable increase. But the point is, what has the increase been upon a particular piece of property, the value of which has remained practically constant, but which was assessed too low at the beginning?

Now, we started in some three years ago and made a general effort to increase the valuations of the railroads; and, as I have suggested, the aggregate of the increase upon that species of property alone has been about \$12,000,000; there is that much more railroad property valuation in the State of Nevada. Of course there has been some increase of mileage. The San Pedro has been constructed during that period of time, and the Western Pacific has been constructed during that period of time; but take the Central Pacific, for example, we only have to go back three or four years to find a time when that road was assessed at \$18,000 a mile; and go back three or four years prior to that time,

and it was not assessed over \$10,000 to \$14,000, or \$15,000 a mile; but within the last three or four years the valuation of the Central Pacific has been practically doubled; and yet the road is not twice as good as it was three years ago; it is some better, but not materially; they are not making any more net profit this year than last—I have not those figures in mind—they have not increased their business in anything like the proportion that their assessment has been raised. Let me suggest, if you take the physical value of that road, it has been demonstrated in some cases that the Railroad Commission of Nevada has had, that the entire Central Pacific system can be reproduced for from \$80,000 to \$90,000 per mile; now the aggregate tax upon that property is about \$40,000 a mile—\$35,000 on the main track, and the assessment on the sidetrack and on the stations and other property, and rolling stock, all of which brings it up to approximately \$40,000 a mile, which is one-half of what it would cost to reproduce the road. It seems to me proper for the Assessors to look around over their respective counties, and see what property they have got that is not assessed up to say 50 per cent of its actual value, and see if they cannot help out a little in that way. And I want to say to you, gentlemen, although I am a state official, and although I am a member of one of these Commissions that Mr. Eggers has spoken of as adding to the expenses of the State of Nevada, I cannot help feeling during the years I have been a member of this Commission that I have given the State of Nevada full value in return for what I have received.

State Controller Eggers—I don't dispute that.

Mr. Bartine—it is not necessary to reply. I am not criticizing what you said at all; but the very moment the State of Nevada doesn't want my services any longer, it doesn't have to have my services; I can hang out my shingle and make more money in the practice of my profession than the salary amounts to which I receive as a member of the Railroad Commission.

State Controller Eggers—I stated to Mr. Bartine and I state now that the different Commissions, from the State Police on down to the Bureau of Industry, or whatever you call it, that have been created in the last six years, have cost hundreds of thousands of dollars, and the gentleman will have to bear me out in that; it has cost hundreds of thousands of dollars to keep them up, and there is where part of our money went.

Mr. Malley—Mr. Chairman, and brother Assessors across the way here, you take pride in stating that you have increased your assessment rolls and so on, and I wish to say if poor Nye County and Mineral and Esmeralda had the cream they are getting from those \$30,000 a mile roads, instead of the roads we have, we might be able to double ours, instead of running in debt every year; but in face of that, Nye County has had a little increase this last year, and we have kept up the valuations. In the town lots, they are perhaps assessed higher than the cash value—and Judge Brown will bear me out in this—that there are houses and lots you can buy for \$500, and they are assessed at \$750; and the land the same way; and I will say if this new commission is to be created, I don't think it will get a higher assessed valuation in the county than we have now, which is over \$4,000,000; and I think we are doing well to keep it over \$4,000,000; and with due respect to the

Assessors over there, if they would lend us their big roads we would double our assessment rolls.

Mr. Weathers—I want to say it was not the railroads altogether in Elko that raised the valuation. I think some five million of it was railroads, but four and a half million was other property. On top of that, we have deteriorated in live stock a great deal; live stock in my county has fallen off wonderfully in the last two years; where we had something like a hundred thousand head of cattle assessed two years ago, this year we have something like seventy-four thousand head; in sheep and horses, so in proportion our land valuations have been going up steadily.

Governor Oddie—Let me ask you, Mr. Weathers, what you consider the proportion of the actual value of the lands in your county to the assessed value?

Mr. Weathers—Well, I don't know, I am sure. Some of it is down possibly 25 or 30 per cent, and may be higher; but I have heard of property being sold there that was assessed within one-sixth of it.

Governor Oddie—Take the productive land, the cultivated land as an average, how does the assessed value compare with the actual value?

Mr. Weathers—Oh, I should judge along about 30 per cent.

Governor Oddie—Well, gentlemen, is there any further discussion on this matter?

Mr. Miles—Mr. Chairman, and gentlemen of the board, with reference to the taxation of lands, I want to say that in White Pine County there is a wide variation in the value of lands; some particular lands are almost entirely valueless, and some particular land perhaps is worth \$50 or \$75 per acre; while I don't believe any of it is assessed for over \$15 per acre, and from that down to \$1.25. But I want to call the attention of the board to the fact that the lands in White Pine County lie in small bodies—little spots here and there, and little strips across the country, perhaps a hundred yards wide, or possibly half a mile wide, or whatever it may be, but anyway, in arriving at those values, \$15 per acre, in I think nearly every case where a man owns land of a higher value, he also owns land that is almost worthless, and in nearly every case the higher valued land laps upon lands that are of little value; and therefore we cannot assess those small plots for the greater value of the land; we would have to have a surveyor with us for every foot of it, and stake it, and describe it by metes and bounds, in order to do it; we have got to estimate it, and value it to compare with other valuations that are placed upon property in the State and in our county.

Now with reference to the economy committee that we have heard of. I want to say that I believe the Assessors of this State have been unduly criticized, whether it has come from that committee or whether it has come from the newspapers directly, I don't know; but some of us have been unduly criticized, and I don't like it. I read an account in the paper a few days ago, wherein it stated that the committee found it to be a fact—or something to that effect—that various properties had escaped taxation, and went on to mention the properties; among those properties were ranches—now, in every county in the State, mind you. I want to say that is wrong—entirely wrong. In White Pine County there has not been a single ranch escape taxation since I have been in the Assessor's office, which is four years. There may have been

some land, no doubt there was—in fact, I know there was, prior to the time that we established a plat system, by which we do and can assess every foot of land in White Pine County; and I think if the Commissioners of all the counties would see that a system was furnished the Assessors, whereby they could check up their lands, that we would get a big increase in the valuations of land throughout the State, without any trouble at all.

Governor Oddie—I would like to ask a question. In case land values are increased on the assessment roll, don't you think that the raising of the valuation on a great deal of good land with water rights, that is not producing as much as it should produce if it were properly farmed, would have a tendency to compel some of the large land owners to farm it themselves properly, or subdivide it, and let small farmers come in and make it productive?

Mr. Miles—Possibly it would. I want to say to the board that all of our valuable land has water rights. Without a water right land has but little value. We have some natural meadow that is very good land, but we must have water, as Mr. McTerney said a while ago, though there are other lands of less value adjoining them, and lapping on the forties where they are situated. All of our valuable land has water rights; without it, it is worth but little. We have some what we call natural meadow which has grass growing on it; it is only fit for pasture, perhaps you might call it meadow, because it has natural grass, but it is not worth much. Perhaps it is alkali, and would not produce any crop except a little scattering wild grass. And in assessing those lands and all other property in White Pine County, I have tried to equalize them to conform with the values placed by this board, and in future I will do the same.

Governor Oddie—I would like to state in connection with this citizens' economy and taxation commission, I don't like the idea to go abroad that that commission is criticizing the Assessors, or casting any reflection on them. I heard the deliberations of the commission Saturday, and the idea all through was to be of assistance to the Assessors. We all recognize that the Assessor in every county has a tremendously difficult job, one of the hardest pieces of work in the county; and if this commission by studying the operation of the laws in other States can make suggestions which will be of benefit to the State and the various Assessors, I think they should be welcome; and I think you all feel that way about it. Nobody likes unjust criticism, and sometimes things get in the newspapers that are not very pleasant, but the more light that can be thrown on this whole thing the better.

Mr. Brown—Mr. Chairman, will you allow me? The work of my subcommittee, Mr. Miles, in drafting and submitting for consideration a tax commission bill, was not even remotely intended to be a criticism leveled at the Assessors. When I was appointed on that committee I had my hands full of other work, and I owed duties to other people, and there was no warrant for my undertaking the additional labors involved in serving upon that committee; but I felt that I could not back away from the job, so I accepted the appointment; and under my appointment upon that particular subcommittee, I studied the laws of other States. I wrote to the Secretaries of State of all the western States, and many of the other States, and asked them to furnish us with copies of their revenue laws. Our subcommittee received that

data, and for six weeks we dug into it. We received the reports of a number of State Tax Commissions; and, briefly, I found that during the last ten years practically every State in this country has been up against the same problems that you are wrestling with here today—every one. There is not a State in the country that had an up-to-date, scientific tax system. Every State recognized that its system was behind the times, so they started to work in one way or another on the tax problems, and have been working on them along those lines. I found, however, that a majority of the States had sought a solution through the creation of a tax commission. Now the duties of the tax commission, gentlemen, were not primarily to fix values; that was one of their duties, and one of their biggest duties, but it was not all. It was made their duty, and it was contemplated that they being students and experts on questions of taxation, would make a study of all phases of the tax question, the inheritance law, the taxation of corporations, the taxation of the banks, income tax—all along the line—any system that might seem adaptable to the particular needs of a particular State, or that might be up to date. And when I found that a majority of the States in this country had decided to try that system, it operated very persuasively on my mind that we might at least give the people of this State a chance to consider whether or no we wanted to try the same system. I found that in most of the States those commissions, while they had not accomplished everything that they set out to do, still they had accomplished a great deal, and they had taken some pretty long steps forward, and in most cases they had increased the revenues of the State. And so I took those several tax commission statutes, which seemed to me to be the best, to represent the best thought and experience of certain of the States, and I borrowed from those systems sundry sections, and drafted the bill, which I sent to our general committee last Saturday. I was not able to be there in person. My purpose was this, to submit it to you; we may need it, we may not. Simply because some other States have found it good is not conclusive that it is what we want here. But I knew that it would evoke criticism, and I intended and hoped that it would. I knew that whatever defects or omissions there might be in the bill would be called out by criticism, and that if, upon the whole, it was not suitable for this State, we would find that out.

That, in brief, gentlemen, is the motive which actuated me to my labors, and my fellow members of the subcommittee in theirs; and for all the other members of the general committee I bespeak the same.

Governor Oddie—Is there any further discussion on this question, gentlemen?

Mr. Malley—Mr. Chairman, if that commission goes into effect, if you get good men on it, like we have on the Railroad Commission, I think it will be of benefit to the State. As far as I have looked into the matter, I am heartily in favor of it, and if it is not satisfactory we will find it out in a year's time, and the Legislature can amend it. But we might as well get off this land question before somebody moves to adjourn; we don't want to stay on it all night. I move that it be left to the various Assessors.

Mr. Grutt—I second the motion.

Governor Oddie—You have heard the motion, gentlemen; are there any further remarks? Not hearing any, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Governor Oddie—The motion is carried. Before we leave this subject, gentlemen, I would like to say one word. You know the Legislature will meet next week; they will have this difficult problem to wrestle with, and I will have to wrestle with it with them, because we want to come to a mutual understanding on some good law, if there is a law passed, and I want to get all the suggestions possible. You gentlemen have been, and are, in close touch with conditions in your own counties, and I am open to conviction in this matter. I want suggestions, I want to hear arguments, I feel that is proper. We have had some mighty good ideas this afternoon; and you cannot go into this question properly unless you bring out ideas and discuss them; there are a hundred ways of looking at this question, and the more ideas we have, the better; and I would like you, gentlemen, to discuss this question with the various members of the Legislature in your counties.

Mr. Pohe—Before we leave, I would like to have the law on assessing banks in relation to the mortgages that they are liable to pay taxes on. I think that is a part of the reveune that the Legislature has been overlooking, and it has a chance to get some more revenue.

Governor Oddie—Mr. Pohe, would it be satisfactory to have that matter brought up in the morning?

Mr. Pohe—At any time. I would like to have it discussed. This question has come up, or did come up last September, when one bank had a right according to the individual taxpayers, to pay taxes on a fifty or sixty thousand dollar mortgage, and they hid under their right, as paying taxes on the capital stock that was paid in. We lost the balance. You will find, I think, that that has been done in a great many places, and it is a chance for some revenue, where it should be paid, because it is due the county and the State.

Governor Oddie—Judge Bartine says he will study that matter up, and have something to say about it in the morning, Mr. Pohe. It is a question that will bear investigation.

Mr. Pohe—It certainly will; because I was looking over the assessment rolls of other counties, and I noticed there they were up against about the same thing we were. I would like to be put right on the matter.

Governor Oddie—I think it would be interesting for the various members to be prepared to discuss that in the morning. It is an interesting question.

Mr. Malley—Mr. Chairman, I move we adjourn until tomorrow morning at 11 o'clock.

Mr. Grutt—I second the motion.

The question was put and the motion carried, and at 4 p. m. a recess was taken until 11 o'clock a. m. Wednesday, January 15, 1913.

THIRD DAY

The board resumed its session at 11 a. m., January 15, 1913.

Upon roll-call all members of the State Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher, and Mr. Miles.

MORTGAGES:

Governor Oddie—Mr. Pohe requested yesterday that we take up the question of taxation of mortgages.

Mr. Pohe—The bank part of it; it is a question of the banks, our right to assess the mortgages held by the banks.

Governor Oddie—That is, mortgages on property in this State?

Mr. Pohe—Yes, in this State.

Governor Oddie—We would like to hear from you on that and have your views.

Mr. Pohe—I have no views at all, that is the reason I am asking for the information as to the rights of the Assessors to assess the mortgages held by the banks, relative to the capital stock—the capital stock as paid in.

Governor Oddie—I will ask Judge Bartine to give you the law on that.

Mr. Bartine—I will answer the question as best I can. There is no difference between a mortgage held by a bank and a mortgage held by anybody else; and, under the law of this State, mortgages are taxable. The original provision of the Constitution reads as follows: (Reads.)

Article X. The Legislature shall provide by law for a uniform and equal rate of assessment and taxation, and shall prescribe such regulations as shall secure a just valuation for taxation of all property, real, personal, and possessory, excepting mines and mining claims, the proceeds of which alone shall be taxed, and also excepting such property as may be exempted by law for municipal, educational, literary, scientific, religious or charitable purposes.

That was the original provision. It was amended later on, and finally approved in 1905, and approved and ratified by the people at the general election of 1906. It now reads as follows: (Reads.)

The Legislature shall provide by law for a uniform and equal rate of assessment and taxation, and shall prescribe such regulations as shall secure a just valuation for taxation of all property, real, personal and possessory, except mines and mining claims, when not patented, the proceeds alone of which shall be assessed and taxed, and, when patented, each patented mine shall be assessed at not less than five hundred dollars, except when one hundred dollars in labor has been actually performed on such patented mine during the year, in addition to the tax upon the net proceeds; and, also—

This is the clause to which I desire to direct your attention particularly—

and, also excepting such property as may be exempted by law for municipal, educational, literary, scientific or other charitable purposes.

Those are the exceptions. The principle is well established in law that exemptions from taxation are strictly construed; they are never extended by implication; and you will see at a glance that mortgages are not included in the list of exceptions; therefore, a mortgage, if it is property at all, and if it does not involve double taxation within the meaning of the law, is taxable; and it matters not, as I have said, whether the mortgage is held by a bank or held by a private individual. There cannot be any possible difference upon that point.

The Supreme Court of this State has passed upon that question. When I was young and callow, I was District Attorney of Ormsby County, and the first really important case that I had involved the taxation of moneys at interest, secured by mortgage, which is practically the same thing. I think that during my practice I have probably made out at least two hundred and fifty mortgages, and I have never made out one that wasn't security for money loaned, or money to be paid. A mortgage standing by itself does not amount to much, under the operations of the law and business, as we conduct it at the present time.

The Carson City Savings Bank, it was then—later the State Bank and Trust Company—held a large amount of deposits, and they sought to escape taxation upon the plea that it was double taxation, and they also held many mortgages which were given as security for money loaned. As District Attorney it became my duty to prosecute the case, first in the District Court, and then take it up on appeal—or rather the other parties took it up on appeal to the Supreme Court, because the county won the case in the District Court. That case is reported in the 17th Nevada, beginning at page 146. It is not necessary for me to read the whole of this, because it would take too much time, and you have other matters of much importance to deal with, but just to make it clear, I will read a few excerpts from the opinion of Judge Leonard. He says on page 151: (Reading.)

We deem it unnecessary to decide whether the Legislature, by exempting "mortgages" in terms, intended to exempt money at interest secured thereby, for these reasons: If money at interest, secured by mortgage, is not taxable, for the reasons claimed, to wit, that such taxation is double, and that credits are not property subject to taxation within the meaning of section 1 of article X of the Constitution, then this tax, to the extent claimed, is invalid under the Constitution, regardless of the statutes exempting mortgages from taxation; and if, under the Constitution and laws, it is subject to taxation, then the laws exempting it are void.

In 1877 an Act was passed, which in terms exempted mortgages from taxation. The Supreme Court in the course of this decision holds that mortgages do not come within the exemption or the exceptions named in the Constitution, and therefore, that they are taxable, unless they involve the principle of double taxation within the meaning of the law. The decision goes on then and quotes article X of the Constitution, just as I have read it to you—the original article—and Judge Leonard proceeds: (Reads.)

Since the Constitution declares that all property shall be taxed except mines and other property for certain enumerated purposes, the Legislature cannot exempt any taxable property, except for the purpose stated. It is also said that under the statute to provide revenue, etc., bank deposits must be taxed to depositors—

And so forth, that does not touch the point we have here.

On page 155 the Judge says:

We must ascertain, then, whether the Legislature, in providing for the taxation of money at interest secured by mortgage, followed the constitutional command that it should "provide, by law, for a uniform and equal rate of assessment and taxation," and should "prescribe such regulation as shall secure a just valuation for taxation of all property, real, personal and possessory," with certain exceptions that do not touch this case. In order to solve this question in favor of the validity of the law, we must find that the word "property," as it is used in the Constitution, includes, and was intended to include, money at interest secured by mortgage; and in order to so find, we must also

be convinced that its taxation is not in any proper sense double taxation of the property mortgaged.

Every member of this board understands that the objection which has been raised to the taxation of mortgages is, that it is double taxation; that the property is taxed, and then the mortgage upon the property is likewise taxed; and, inasmuch as the property is the whole thing, it involves the idea of double taxation. But the court in this case, and the great majority of the courts throughout the United States, have held, under constitutions similar to ours, that it is not double taxation within the obnoxious sense; in other words, the farm itself, if mortgaged, is property, and as property it is taxable, regardless of any incumbrance that may be upon it—it is property in the hands of the man who owns it. On the other hand, the mortgage is likewise property in the hands of the mortgagee, and is of value to him. And the principle as laid down by the court in this case is, that the double taxation which is obnoxious to the law, and a violation of the constitutional provision for equality, is double taxation upon the same property—where the same individual is required to pay a double tax on the same property; and it is held in this decision that mortgages do not present a case of that kind. All the way through, moneys at interest secured by mortgage, are treated as being the same thing as the mortgage itself, which, in substance, they are.

The Court goes on: (Reads.)

After a careful reading of the constitutional debates, we are driven to the conclusion either that the taxation of secured demands, and also the property securing them, is not double taxation, or that the framers were, in fact, ignorant of the law upon the subject, because, that there was no intention of imposing double burdens upon any species of property we have no doubt, and we feel confident that the framers did intend to tax both money and security, if both are property. They intended to tax *all* property once each year. From 1861 until the adoption of the Constitution, "all property of every kind whatsoever" was taxable, with certain exceptions, which did not include money at interest secured by mortgage; and the term "personal property" was declared to mean and include, for the purpose of taxation, * * * "all money at interest secured by mortgage." That was the law in force when the Constitution was adopted, and, too, so far as we are able to ascertain the facts, such was then the law in all or nearly all of the sister States, and it was universally upheld by the courts.

Then at another point further on, Judge Leonard says: (Reads.)

The proposition that a secured demand is property is too self-evident to require argument or authority. It is thus considered and treated by every writer upon political economy, by all law writers, by all courts, by the whole commercial world. Credits are everywhere subjects of garnishment and execution, of purchase and sale.

I might explain to you that at common law the mortgagee of a piece of property was the owner, and the real owner merely held an equity in it; that is, the right to redeem it, and if it were not redeemed at the time named, the property became absolutely that of the mortgagee. But under the modern decisions it is held that a mortgage is simply a lien upon the property; it is of no higher dignity than an attachment would be; that the person who gives the mortgage remains the owner, and that the mortgagee cannot, perforce, because of his mortgage take possession of the property, but he must bring his action for foreclosure, and even then he does not bring it as an action in ejectment to recover possession of the property, but merely to subject it to foreclosure and sale, in order that he may recover the money which he advanced upon it.

Just one more word in this regard. The Judge in speaking of the difficulty of securing uniformity in taxation. I think it is recognized by every person who has been in any way connected with the work of making laws, that the subject of taxation is one of the most difficult, if not the most difficult of all the different branches of the law. It is difficult because of the natural complexity of the subject. Its absolute uniformity is impossible. There is not any method of taxation by which you can prevent to some little per cent some property being taxed a second time, and perhaps some property escaping; and upon that point Judge Leonard in this decision says: (Reads.)

But we are aware, also, that absolute uniformity and equality of taxation in the practical operation of a revenue law can never be attained, and it was not intended by the framers of the Constitution. "It is never within the scope of human law to embrace distant and contingent consequences. The connection between cause and *ultimate* effect is an endless chain." Citing a Connecticut case. "If a law could be declared unconstitutional because its *ultimate* effect is, in some or many instances, unequal or not uniform, revenues would not be collected and governments could not exist.

It is not necessary to pursue that further. It is the settled law in this State that mortgages are taxable. In 1911, a supplementary Act was passed; that is to say, an Act supplementary to the general revenue law, which provided, in substance, that where a mortgage was imposed upon a piece of property, the owner of the property was taxable for the value of the property—we will call it a farm—over and above the amount of the mortgage, while the mortgagee was taxable upon the value of the mortgage. This was undoubtedly intended to meet the objection to the taxation of mortgages upon the ground that it was double taxation. But in 1912, at the special session of the Legislature, that new statute was repealed, and it leaves the law just exactly where it was when Judge Leonard rendered this decision away back in the eighties. So, to make a long story short, and to bring my remarks to an end, I wish simply to say that mortgages are taxable the same as any other property; a mortgage held by a bank occupies precisely the same legal status that a mortgage does which is held by a private individual; and if they are not levied upon, if they are not placed upon the assessment roll, then the Assessor is either derelict in his duty, or he is not informed with regard to the mortgages, and it seems as if he ought to be informed, because if they are mortgages in form, the law requires them to be placed on record, and he has access to the records, and can ascertain what mortgages there are existing in his county, and held by residents of his county.

Governor Oddie—I would like to state, gentlemen, that the law that was passed in 1911, to which Judge Bartine just referred, was not a law that I liked, and it was the only one that passed the Legislature and became a law without my signature in that session. In 1912 I recommended its repeal. I heard various complaints from different parts of the State, especially from Washoe County, and the Commissioners there were particularly glad to see that law repealed, because it meant a loss of revenue to them.

Now I recommended to the Legislature in the tax bill that was introduced but not passed, this action in regard to mortgages, which I would like to read to you: (Reading.)

Every chose in action, expressed in the terms of a mortgage, wherein is described and acknowledged as the security for the indebtedness stated, property subject to taxation in this State and actually returned for assessment at

a valuation equal to or greater than said indebtedness, shall be held as assessed inclusive in the taxation of such property and shall not be separately assessed. In order to prevent double taxation; *provided*, that in all other cases moneys at interest shall be subject to taxation in accordance with existing law.

I felt that would have met the situation, but it was not passed.

Mr. Ingalls—I want to ask Judge Bartine, this law you are speaking of that was passed in 1911, repealed at the last special session of the Legislature, just repealed that part of the law; it didn't repeal the mortgage tax law, just repealed that section that was passed in 1911?

Mr. Bartine—If you will allow me to explain: In 1877 a statute was passed which exempted certain classes of property from taxation, and among them was mentioned mortgages. In the case which I have read the Supreme Court holds that unless a tax on a mortgage is what is known in law as double taxation—not as double taxation in fact, but as legal double taxation—then it was invalid, as being a violation of the Constitution, because the Constitution does not provide for the exemption of mortgages, or moneys at interest secured by mortgages, which are held to be the same thing. That was the only law that was on the statute books, that Act of 1877, and this decision by the Supreme Court of the State was rendered long after the year 1877, and it held all moneys at interest secured by mortgage or otherwise, to be the subject of taxation. Now the Act of 1911 was intended to meet the more or less general claim that the taxation of mortgages involved double taxation, by providing that the holder of the mortgage should be assessed upon the value of the mortgage, while the owner of the property should be assessed upon the value of the property, over and above the mortgage; but that was wiped from the statute books, and leaves the law just as it was before. Do you understand?

Mr. Ingalls—I understand.

Governor Oddie—I requested Mr. Patrick, the Deputy Attorney-General, to come down this morning, and if at any time during this session any question comes up that you would like to ask him about, I know that he will be glad to come and render assistance. I thought it might be well to have him say something to you about the taxation of mortgages.

Mr. Patrick—It seems to me that Mr. Bartine, from what I heard of his concluding remarks, has covered the subject very fully. There is no doubt whatever that a mortgage is taxable, and has been so declared. It has been our law ever since the Constitution was adopted, and was so declared in the case that Judge Bartine read from the Supreme Court Reports. There is a further provision, however, with which some of you gentlemen may not be familiar; that is where a mortgage—a man seeks to release a mortgage he has given, he has to make affidavit that the tax on that mortgage has been paid, or else the County Recorder cannot release. That is another way of securing the payment of the tax on the mortgage. That provision has been on the statute books for I have forgotten how many years, but certainly twelve or fifteen years; and in view of that enactment, after the rendition of this opinion Judge Bartine has read, it is certain that the mortgage is taxable in the present state of the law in this State.

Mr. Pohe—Mr. Chairman, I don't think that quite covers yet what I asked. The question came up something like this: For instance a bank has a capitalization of \$50,000, \$25,000 being paid in, and it holds a hundred thousand dollar mortgage. Now they have presented a law

that is found in the Revised Statutes of 1912, dealing especially with mortgages of banks, relative to the paid-in capital stock of that bank; and that is the law I would like to have read to us and interpreted.

Mr. Bartine—I have simply to say on that point there can be no law pertaining to banking which in any way affects the principle I laid down with regard to the taxation of mortgages; it don't make any difference what the capital stock of a bank may be, if it holds a mortgage upon somebody's property, that mortgage is taxable.

Mr. Shaughnessy—Mr. Pohe wants the bank stock law explained.

Mr. Bartine—Oh, the bank stock law. I want to look that over a little bit.

Mr. Pohe—Yes. They come to the Board of Equalization and they say we are taxable for only the moneys invested in real estate deducted from our paid in capital, and the balance of it shall be taxed as capital stock, regardless of the amount of mortgages this bank holds. That is the question as it came up, and I would like to know whether that position is right or wrong.

Mr. Bartine—I don't quite understand. Do you mean to say they claim, when they are assessed upon that capital stock that covers everything?

Mr. Pohe—That covers everything, the paid-in capital stock—not the capital stock, but the amount that is paid in.

Mr. Bartine—It does not cover everything, under this very decision I have read from; because, among other things in that case, the point was raised that deposits in banks were assessed to the depositors, and if they were assessed again to the bank it would be double taxation, and it is a fundamental principle of the law of banking when a general deposit is made in a bank, that deposit at once becomes the property of the bank, and the bank is taxable for what it owns, and not upon its capital stock alone. A bank may have a capital of only \$50,000 paid in, and yet may be the owner of a million dollars worth of property, and it is taxable on what it owns.

Mr. Pohe—Regardless of real estate and mortgages?

Mr. Bartine—Well, the real estate and mortgages are part of what it owns.

Mr. Pohe—That is what I want to know.

Mr. Bartine—You can see if it were not so, a million dollars worth of property might escape taxation from the simple fact of its being in a bank.

Mr. Pohe—I think it has.

Governor Oddie—Is there anything more to be said on this subject?

Mr. Grutt—Down through the southern country there are several bands of sheep running, and they are mortgaged and the mortgages are recorded in different counties; would the different Assessors assess those? If they did, they would have a pretty steep assessment.

Mr. Patrick—There is a decision by the Supreme Court that live stock of that kind is taxable at the home of the owner.

Mr. Shaughnessy—And the mortgage likewise.

Mr. Patrick—And the mortgage the same way.

Mr. Grutt—The most of the mortgages are held by the bank in Washoe County. We could not tax them, could we?

Mr. Patrick—It seems to me it would be the same thing, Judge—, could tax the mortgages and tax the property, too.

Mr. Bartine—Without a question. A mortgage on personal property occupies exactly the same status as a mortgage on real property.

Mr. Grutt—They go from one county to the other.

Mr. Bartine—They can only be taxed once, simply pay the tax once for the year; they could not be taxed a second time in another county.

Mr. Grutt—What I am getting at is whether I could assess that mortgage in my county, and Mr. Malley in his county, because they run over in Nye County.

Mr. Bartine—If the mortgage is on record in your county, and the owner of the mortgage is there, yes; but a mortgage is a chose in action, and follows a person. If a mortgage is owned by a nonresident you cannot tax it.

Mr. Grutt—These mortgages are mostly held by the owners of the bands in Washoe County.

Mr. Bartine—That mortgage would be taxable in Washoe County. That is my idea.

Mr. Patrick—The mortgage would be taxable in the county in which the holder of the mortgage resided; so if the sheep were owned by a man in Washoe County, they would be taxable there; and if the mortgage was held by a resident of Washoe County, the mortgage would be taxable in Washoe County. You see there are two separate liens on those sheep, one for the taxes on the sheep themselves, and one for the mortgage, and the place of taxation is determined by the residence of the owner, respectively, of the sheep and of the mortgage.

Mr. Grutt—The band of sheep runs from one county to the other, and we assess them as we catch them going through.

Mr. Bartine—As property in transit, like sheep moving from county to county. The general rule with regard to physical, tangible property, like a band of sheep or horses, is that it is taxable where it exists. Property which has a physical existence, which is tangible in contradistinction to intangible—a wagon, for example, is taxable where the wagon is. But the intangible property, which is explained in the law as a chose in action, right of action, debts and demands, and the like, and mortgages, follows the person and is taxable where the person resides. The result of that rule is that a good deal of property of that kind escapes taxation. Now a person may live in some other State, and he holds a mortgage upon property in Nevada; there is literally nothing in the record, say of California, to show that the California man owns a mortgage in the State of Nevada, consequently there is no basis on which the Assessor can get at him, unless he chooses to put it in voluntarily, and says, "I own so much land that is out on mortgage"; but if he does not do that, there is no way of getting at him unless you can prove it in some other way.

Mr. Hayes—The law passed in 1907 clears everything in regard to that bank mortgage—regarding restricting the bank mortgage.

Mr. Bartine—I don't understand you.

Mr. Hayes—It is all made clear in the Act of 1907.

Mr. Bartine—I don't understand you. I will look into this very carefully, and say later in the day what bearing it has on the question under discussion here. I am very confident there cannot be anything in the statute of 1907 which affects the principle which I have stated today, the principle is basic, and has been settled by the Supreme Court of the State.

Mr. Hayes—That law passed was something regarding national banks.

Mr. Bartine—I understand; but a mortgage held by a bank is just the same as a mortgage held by anybody else; it must be, otherwise there would be a departure from that uniformity prescribed by the Constitution.

Governor Oddie—Is there anything further on this subject? If not, we will take up the Pullman Company?

Mr. Sitton—Mr. Chairman, I believe one Assessor is not here, Mr. Miles.

Mr. Jackson—Mr. Miles told me last evening he was not feeling well. I will telephone down to the hotel.

(Mr. Miles comes in at this time.)

Governor Oddie—Mr. Miles, we are just going to take up the Pullman Company. We have had an informal discussion of mortgages.

THE PULLMAN COMPANY:

Governor Oddie—With the permission of the board, I will ask Mr. Shaughnessy to give us some data with regard to the Pullman Company.

[A pamphlet containing tabulated data relating to all corporations, compiled by the Railroad Commission and printed at the State Printing Office, had been distributed to all present at the meeting of the State Board of Assessors. The matter contained in this pamphlet will be found in the "Appendix" at the end of this report.]

Mr. Shaughnessy—The Pullman Company operated in Nevada a mileage of 1,484 miles last year. The gross earnings assignable to Nevada last year were \$276,919.98. Operating expenses, \$203,001.43. Net revenue from operation, \$73,918.55. Taxes paid in Nevada, \$3,355.79. The taxes that would accrue if the valuation of the property was established on the basis of 4 per cent of the gross earnings would be \$11,076.80; and the value of the property on this basis—4 per cent basis—assuming that the average state, county and town tax rate was 2.4 per cent, would be \$461,533.33. The average tax rate of 2.4 per cent to the Pullman property has been arrived at by comparison with what the Western Union Telegraph Company paid throughout the State on a property value of \$405,400 last year. The Western Union operates in every section of Nevada, and comparing the valuation and the taxes paid, the average tax rate levied was 2.3 per cent. The Pullman Company operates regularly on the Nevada mileage 50.65 cars. That is the way they have it figured. The cost of reproducing these cars, that is, the commercial value thereof, would be for standard cars, \$20,000 each, and for tourist cars about \$12,000. It is possible that the Pullman Company which owns its own car works, and engages in the manufacture of cars, can produce these cars at a somewhat less figure; but a railroad company or other company, who may purchase sleeping cars, cannot do much, if any better, than the figures I have quoted, \$20,000 for the standard Pullman cars of today, and \$12,000 for the tourist cars. The 50 cars are subdivided as follows: There were 32 standard cars operated—to be exact, 32.41—and 18.23 tourist cars. Applying the valuation which I have given the standard Pullman cars, the value of the standard Pullman cars operated in Nevada would be \$648,200, and the value of the tourist cars would be \$218,834; and the aggregate replacement value new of the 50.65 cars would be

\$967,034. Assuming that 60 per cent ad valorem valuation was applied to this property value, it would leave for assessment \$580,220.40, as compared to a valuation arrived at by capitalizing the gross earnings on a 4 per cent basis of \$461,533.33, or an increase of substantially \$120,000 on the replacement value of the property basis. Now if we assume that the average tax rate, state, county, town and all purposes, is 2.3 per cent, the same as the Western Union paid last year, the tax accruing on the above physical property value would be \$13,345, instead of \$3,261.89, which they report as having paid last year. The tax which should have accrued last year, however, ought to be about \$10,000, I should judge.

Mr. Patrick—It was \$12,000 and one cent; was exact for last year.

Mr. Shaughnessy—Well, \$12,000 would be the amount which should accrue on the basis of the levy as made by the board last year—on the basis of \$300 per mile; but the taxes have only been paid, as I understand, in a few of the counties, and the company has brought a proceeding in the Federal Court of this State to test the constitutionality of that assessment, alleging that the tax is excessive, and challenging the right of this board to levy such an assessment. In that connection, I presume some of you are aware of the fact that this company is also challenging the right of the State of California to assess their property upon a valuation that is established by capitalizing gross earnings, notwithstanding the fact that all of the railroads and other utilities in the State of California are complying with the law, and state that it is the best and most equitable law or method of arriving at valuations that has ever been adopted.

I think, in view of the fact, that the matter must be determined, not only in this State, but in California, that the board should do less at this time than to put on the same valuation that it put on last year, a valuation of \$300 per mile. Or, if it is preferable, the value of the property within Nevada might be assessed in a lump sum, and then prorated to the various counties on the basis of the mileage operated in each county. That might be less objectionable from a legal standpoint, although I am not entirely certain on that. There is a representative of the Pullman Company present, Governor.

Governor Oddie—We would like to hear from Mr. Ferguson, with the permission of the board.

Mr. Ferguson—Mr. Chairman and gentlemen, I am necessarily forced to take my text, as it were, from Mr. Shaughnessy's figures. Most of the figures Mr. Shaughnessy has given you are correct, as reported to the Railroad Commission by the Pullman Company; but if they were taken as a true basis, as a basis upon which to fix an assessment of our property in Nevada, the assessment would be greatly out of proportion, if figured on the basis he has given. The Pullman Company makes a report to the Railroad Commission of its business done during the year ending June 30 each year; and it reported this year the amount of taxes it had paid during that fiscal year, not the amount of 1912 taxes paid by the company, but the amount that has been paid up to June 30; other amounts were paid after June 30. The total amount of taxes paid by the company was \$5,931.80. The total amount due on last year's assessment, some of which is not disputed, was \$9,439.80. Mr. Shaughnessy's figures would lead you to believe that the company—the total tax of the company, would be

\$3,355.79 against \$9,439.80. The same is shown in his tabulated statement furnished the board. The same error appears as to the 1911 taxes. It is shown that we have paid \$3,261.89 for 1911. That also was the amount of 1911 taxes paid before June 30. We paid all our taxes that year, some of it after June 30, and the total was, roughly, \$5,400 and some odd. He has figured out the percentage of taxes to gross operating revenue as 1.2118 per cent. The proper percentage is 1.9. This is also true of this year's taxes; the 1912 tax would be 43.6 per cent on the gross earnings of the company from local business in the State of Nevada. Before I get away from the subject, and before I forget it, I want also to call attention to the fact that Mr. Shaughnessy is mistaken in some of the other assertions he made; where he got his information, I don't know. As a matter of fact, other railroad companies who operate sleeping cars do get their cars cheaper than the Pullman Company make their own cars; it depends altogether on their specifications. The Pullman Company is in the business of manufacturing cars.

Mr. Shaughnessy—I spoke of standard cars, Mr. Ferguson.

Mr. Ferguson—The Pullman Company is in the business of manufacturing standard cars for other railroad companies; it goes out into the market like any other car-manufacturing concern, and when we don't get contracts to build cars for other people, it is because someone outbids us. There is nothing about a Pullman car which makes it impossible for any other manufacturing concern to duplicate. That should also be taken into consideration in the question of valuation. There are no patents on Pullman cars, except one or two smaller ones that are not material to the comfort and convenience of passengers.

Now on the basis of \$300 a mile, as we were assessed last year—and, by the way, it seems to me that the Pullman Company should be assessed on its property—it has no miles of anything. It is rather an indefinite way to get at it; but on that basis of \$300 a mile, the total assessment of the Pullman Company in Nevada was \$445,000; the property could not exceed the value of \$365,000. Now I don't know just how the figures are worked out, but from the minutes of last year's proceedings, it seemed that the idea was to raise \$12,000 in taxes; and it was figured—computed—that to raise this amount an assessment of \$418,000 should be made. And I say, as a matter of fact, the assessment worked out \$445,000, and the taxes \$9,300.

Now I would assume that the same figures this year may work out an inequality. There is no law in the State of Nevada specifically taxing sleeping cars. The only law, it seems to me, that would apply to a sleeping car is the law governing railroad rolling stock. If the Pullman Company is assessed on that basis, it would give the State of Nevada on the track-mileage proposition basis, a total of 29,857 cars; that is to say, 18,342 standard wooden cars, 2,639 standard steel cars, and 8,876 tourist cars. The number of cars reported to the Railroad Commission, as stated by Mr. Shaughnessy, is 50 and a fraction cars; that is arrived at on an entirely different basis, which would have no relation whatever to taxation. It will be conceded by everyone that in making a report to a Railroad Commission, you must include all your property upon which you base your property valuation and your earnings, and included in this 50 cars are a great many cars running on lines which lay over 60 hours in California and other terminals; so

those cars are put in because the capital is invested in those idle cars. But so far as a fair percentage for the State of Nevada, or any other State is concerned, we think that a proportion worked out on the basis of the actual miles run by all of the cars is a fair system, and on the basis of miles run the proportion due Nevada is 46.569 cars.

Mr. Shaughnessy—That is the mileage proportion of the cars operating on the Nevada mileage?

Mr. Ferguson—That is the miles run, proportion of all the cars that touch Nevada on lines entering or passing through Nevada. Now the Pullman Company thinks that it would be fair in computing the valuation of property, to take the cost of construction, and depreciate that cost at the rate of 5 per cent per annum during the life of the car, or up to the present time. We have made a statement covering the cost of these cars, and depreciation up until January 1, 1912. That statement shows the value of the steel standard cars to be \$21,091.65 each; the value of the wooden standard cars to be \$7,356.05; the value of the tourist cars to be \$5,504.91. On this basis, and on the basis of the miles run by all of the cars, the State of Nevada would be entitled to \$365,204.20—that is the actual value of the property. I don't think it can be reasonably contended that a company operating cars as the Pullman Company does, should not be entitled to a depreciation of at least 5 per cent per annum; and especially is that true of this wooden equipment, in view of the fact that the railroads are constantly demanding steel cars, and the fact that there are several bills pending in Congress prohibiting the use of wooden cars in interstate commerce, the life of the wooden cars is going to be reduced to something like 14 years, whereas formerly they should have lasted 20 years. The Pullman Company is therefore confronted with the prospect of enormous loss in its wooden cars, and 5 per cent depreciation would really not replace the equipment.

Now as to the method of assessment and the manner of apportioning it out to the counties, I wish to say one thing; that on the basis of \$300 per mile, there are very many inequalities. Some counties will receive on that basis, and did last year—or rather, their assessments amount to \$73,500 a car; some other counties \$17,200 a car, ranging on down as far as \$8,900 a car. If I understand it correctly, it is the purpose of the board to fix a uniform valuation on property, and it seems to me that it will not be arrived at by apportioning cars in this manner; that possibly the board could and should fix a value on cars, and then have them apportioned out on a basis of the miles run, or some other correct basis, each county then getting its share of the actual running in its county. I can't see the difference, so far as taxation is concerned, between cars and sheep and cattle; it depends altogether on the location, and if only one car is running through one county, and ten running through another county, over practically the same number of miles of track, it seems to me that is grossly unfair, not only to some of the counties, but to the Pullman Company. It has been suggested it does not make a great deal of difference to us, because the total amount of the taxes would be about the same, but it is not the right way, in our estimation, to assess property. It is the duty of the Assessors to assess property in their counties, and, as I take it, it is the duty of this board to suggest a valuation, or agree upon a valuation.

and the assessment is actually made and done by the different individual County Assessors; and for that reason I think that the property in each county should be assessed by the Assessor upon a uniform valuation fixed by the board. If there is any information I can give the board that I have not thought of, I would be very glad to do so if asked.

Governor Oddie—Mr. Shaughnessy, there are several discrepancies between the figures that you gave and the figures that Mr. Ferguson gives; I think the board would like to be clear on this matter.

Mr. Shaughnessy—There would, necessarily be a discrepancy in our figures on property value. Mr. Ferguson takes his property and subtracts the depreciation of the cars that have been in service a certain number of years, on a basis of 5 per cent of their value, per annum. Assuming, for example, a car runs half its life, it is only worth half its value. Now that is not the fact. The fact is with reference to the Pullman Company, and other transcontinental railroads, in the upkeep of their equipment, that they are maintained to within 90 per cent, I should imagine, of full valuation efficiency at all times; and they keep them there until the style of the car has outworn its use, and they wish to replace it with more modern equipment, at which time the car is discarded and replaced by something of more modern specifications.

Governor Oddie—How is the expense of keeping up cars charged? Is it charged against the running expenses?

Mr. Shaughnessy—Operating expenses. And they are entitled to no consideration from that standpoint, because that is taken out year by year. But it seems to me eminently unjust and unfair for any company to come here—that is, any company that is making a fair net earning per annum, to come here and insist upon a depreciation or invoice value of their property. That is all well and good when a company is down and out, figuratively speaking, such as the Tonopah and Tidewater, and Las Vegas and Tonopah, and properties of that kind, there is a reason for it, and it is justified by the decisions of our courts in this State; but I don't apprehend there is any justification for the adoption of any such basis in valuing the property of a prosperous company. Further, in taking the fair reproduction value of the property, what it would cost to reproduce it new, and applying to that 60 per cent, is certainly a very moderate assessment for a company doing a business such as the Pullman Company is doing, because that only reaches the full valuation of the property, and does not take into consideration its intangible value, or what it is really worth for the purpose of earning revenue, which may lawfully be considered in reaching the fair value of property for taxation. Mr. Ferguson, after you had computed the cost of the cars, did that total \$865,000 as a total property value?

Mr. Ferguson—On the basis of the value per car that I gave?

Mr. Shaughnessy—Yes.

Mr. Ferguson—No, \$365,000.

Mr. Shaughnessy—Oh, yes, I was in error. Well, I have estimated that the full cost value of the cars, new, would be \$967,034; and applying 60 per cent ad valorem, it would be \$580,220.40. Mr. Ferguson, by applying the method of depreciation, has brought his property down to a total of \$365,000 within the State.

Mr. Ferguson—I would like to state here that the working cars of the company now in service cost on an average \$16,000, and that their average life is something over ten and one-half years.

Mr. Shaughnessy—That is, it cost your plant that?

Mr. Ferguson—It cost that much to build them.

Mr. Shaughnessy—What do the railroads pay your plant for a similar car?

Mr. Ferguson—That is entirely a matter of contract, and a matter of specification as to the kind of car. The company would build a car for a railroad company at about the same price they would for themselves, if the railroad company would place an order with them.

Mr. Shaughnessy—In other words, your company does not aim to make any profit on a contract they take for the building of a car for a railroad company?

Mr. Ferguson—Well, it does, and it charges itself a reasonable amount in the way of expenses to cover the manufacturing profit; and when I gave you the value, it is based on the cost of construction, material and labor, and plus a reasonable profit for manufacturing the cars, as they would for anyone else; and a car to any other railroad company, a similar car, would probably be the same price; it might be lower, it depends altogether on the exigencies of the business, like anything else.

Mr. Shaughnessy—What would be the price on steel construction, a car of steel construction?

Mr. Ferguson—At the present time, about \$19,500. The first steel cars of the company cost over \$23,000, but that was when our plant was not adapted to turning out steel cars entirely, and we had to depend on outside manufacturers for steel plates.

Mr. Shaughnessy—What are your figures on the cost of constructing tourist cars at the present time—improved specifications?

Mr. Ferguson—Close to \$11,000 at present. Some of our tourist cars don't cost over \$8,000—they will average about \$8,000. And there are no wooden standard cars being made today, and have been none in the last two years; on account of the demands of the public for steel cars it is forcing out the wooden standard.

Mr. Shaughnessy—What proportion of the cars used in the Nevada lines are of steel construction?

Mr. Ferguson—There are 19.44 cars running in lines touching the State, and Nevada's proportion on the miles-run basis is 3.841.

Mr. Shaughnessy—That is on a car mileage basis?

Mr. Ferguson—Yes, on a car mileage basis.

Mr. Shaughnessy—The actual number of cars is 19.41?

Mr. Ferguson—Yes.

Governor Oddie—Does this include all interstate business, Mr. Shaughnessy.

Mr. Shaughnessy—Yes, all business, the local business and our proportion of the interstate business.

Governor Oddie—I would like to ask you about the discrepancy between your statement of the amount of taxes paid in 1911 and Mr. Ferguson's statement?

Mr. Shaughnessy—Well, of course that will come about largely in all the companies that we treat from now on. The tax agent naturally will show all the taxes they have paid up to this time—Mr. Ferguson

has done so—while the Commission is only in possession of the taxes that were paid at the close of the last fiscal year, ending June 30, 1910. That is the best information and the latest we have to work upon before the board.

Governor Oddie—In other words, this statement of \$3,261.89 is for a half year?

Mr. Shaughnessy—It might include a half year, or might be for two-thirds, or the whole of the previous year—the assessment levied in 1911. It will work out largely that way with the railroads. The assessment levied in 1911 will in large part be included in their report to us for the fiscal year, ending June 30, 1912; and the taxes levied by the board in 1912, will likewise be reported largely to us, if not in whole, for the current fiscal year ending June 30, 1913—this year. So we are a little bit behind them in the actual taxes they have paid. For example, the assessment levied last January by this board—1912—the first installment of those taxes was due and paid in December; the second installment will be paid in June, on or before the first Monday in June, 1913—this year. This will account for the discrepancy in the statements of taxes paid, which will doubtless be shown by the various tax agents, as compared with those reported by the Commission.

Mr. Bartine—The real point, Mr. Shaughnessy, is not the actual amount of tax which they have paid, but the amount of tax which they ought to pay. Is not that the question to be considered by the board?

Mr. Shaughnessy—Yes, that is the question to be considered.

Mr. Lemaire—As I understand it, in these reports we have here, all the valuations placed were made by this Board of Assessors a year ago last January, and are not included in these reports, for the reason that the taxes do not come in until the first Monday in December. Am I not right?

Mr. Shaughnessy—That is true with reference to all of those companies that have tangible property. Companies like the Western Union, Postal Telegraph, and others that consist of intangible property, which is treated as personal property, comes in as soon as you can levy on it thereafter; but as to the railroads, your understanding is correct.

Mr. Lemaire—According to that, from the reports we have, you really cannot tell what the 1912 taxes or percentages are, then. Is that true?

Mr. Shaughnessy—I will tell you, Mr. Lemaire, if you base your conclusion entirely upon the report you hold there, it would not be a complete index, for the reason that the figures are for the year ending June 30, 1912; but by following the statements that will be made here by the Commission, and by the various tax agents throughout the meeting, you will get the total taxes that have been paid up to and including December, 1912, also what should have been paid in case the taxes are being contested.

Mr. Ingalls—Mr. Chairman, I would like to ask how many counties in the State of Nevada the company have paid their taxes in, and how many different counties has the company not paid them in?

Mr. Shaughnessy—Mr. Ferguson, can you supply that information?

Mr. Patrick—I can answer that question partly, I don't know whether completely or not. In White Pine County the Assessor seized a car, and the tax was paid under protest, and the Pullman Company

now has a suit pending to get that money back. In Elko, Mineral, Nye and Esmeralda, an assessment was levied on a basis of \$300 per mile, and a suit is now pending in the United States Federal Court here to restrain the Assessors from seizing and selling the personal property of the Pullman Company to collect that tax at the rate of \$300 a mile. As far as I know, those are the only counties in which the tax has been contested.

Mr. Ferguson—Pardon me, I would like to say in that connection, that the Pullman Company was hoping to get some adjustment of their taxes, and in order to prevent seizure of the cars they were compelled to seek the courts, and get restraining orders. And that is not the only reason, on account of the peculiarity of the law which makes it necessary for the Assessor to seize the property, the company had simply for the time being, to tie up proceedings; it was not so much an effort to get back the taxes, as it was to get on a basis so that the company knows what is has to do.

Governor Oddie—Judge Bartine, we would like to hear from you on this.

Mr. Bartine—I should not say anything about this particular matter, gentlemen, were it not for the fact that I have been associated with the Attorney-General in the defense of the suit which has been brought by the Pullman Company in the United States Court, and naturally I feel some interest in the matter on that account, over and beyond what I would otherwise feel. I wish to say that the points brought out by Mr. Ferguson are all involved in the equity proceedings which has been brought in Judge Farrington's court. Every point which he has made here, as I got it, during the progress of his remarks—

Mr. Patrick—And the same figures, too, Judge.

Mr. Bartine—And practically the same figures, are set up in their bill of complaint; and the suit there will involve the legality of this method of assessment. And I wish the members of this board to distinctly understand that the Pullman Company has not been assessed on the basis of the actual value of the cars employed in the service; neither the value at the factory, what it costs the company to produce them, nor the commercial value, which would be the selling price of the car to other railroads. The rule has been very generally established throughout the United States, that companies situated like the Pullman Company and the express companies, which do an enormous business upon the basis of a small amount of tangible property, may be assessed upon their business, and not upon the mere value of the cars, or the physical property which they use in transacting their business. The case of the express companies is a little more glaring than that of the Pullman Company, because the express companies have an almost infinitesimal amount of real and personal property, compared with the business which they do. That is true of the Pullman Company also, but not in so great a degree. Moreover, in taxing these companies upon the basis of their business, rather than upon the selling value of the tangible property, the Supreme Court of the United States has given its full sanction to the principle of including the interstate as well as the intrastate business in making up the aggregate.

Business is business, and value is value. It is just the same in principle as it would be if the Assessor of Churchill County were to levy

an assessment upon the sugar factory in his county, and be confronted by the proposition on the part of the owners that they don't sell any sugar in Nevada, they sell it all in some other State, and for that reason the property should not be assessed in this State at anything more than just what the bricks and the mortar and the machinery would sell for, if they were pulled down and disposed of in that way. Now, as I understand it, last year the policy adopted by this board, or the method adopted by the board I should say, was that of assessing the Pullman Company upon the basis of \$300 per mile for the mileage over which they operate their cars in the State of Nevada. All of the legal questions involved in that assessment are before the court at the present time, and it seems to me that the Board of Assessors, to be consistent with itself and to strengthen the hands of the law officers of the State, should pursue the same course now. If it be ultimately decided that is not the proper method, or if it be decided that the tax is excessive, and it is only upheld to the amount of what is reasonable and just, and the excess portion held invalid—because that is the principle which governs in courts—that will be determined in these cases; and then the Board of Assessors can adjust itself to that condition in the future. But I do not see how the board can do anything else at this time than to pursue the same course they did last year. As I say, every one of these questions involved is before the court now, one case here and one in White Pine County, and the legal principles will all be threshed out, and when these cases are decided we will know exactly where we are.

Mr. Lemaire—Mr. Chairman, I move the valuation of the Pullman Company in Nevada for assessment purposes be placed at \$300 per mile.

Mr. Pohe—I second that motion.

Governor Oddie—You have heard the motion, gentlemen, that the valuation of the Pullman Company be placed at \$300 per mile; are there any remarks?

Mr. Whitehead—Mr. Chairman, there is one point that might be cleared up, about that discrepancy in the taxes paid. I can easily see how the figures would not be the same with companies like the Pullman Company; that is, they may pay part of their 1911 taxes and part of their 1912 taxes in the same fiscal year, because one Assessor may place the Pullman Company's property on the roll to be collected the same as other property, the first installment due November 1, and the second June 1; while another Assessor may collect it as personal property at the first of the year; so that they might pay part of both year's taxes, or all or both year's taxes in one year, and so report to the Commission, while they might not. Our county collected the 1912 taxes in the fore part of the year, and the report of the Pullman Company might show the taxes for Clark County paid before June 30, 1912, the fiscal year reported.

Governor Oddie—That is, you reported yours as personal property?

Mr. Whitehead—As personal property. The Assessor collected the Pullman Company's taxes as personal property, and did not place it on the roll with the other properties as real estate; so that there might be a discrepancy in those figures in that way, and it would not be so with the other companies, most of whom pay in two installments. But in those cases taxes reported in the report for the fiscal year ending June 30, 1912, would actually be taxes for 1911, because the first installment

is due in November, and the next installment in June, and all taxes paid would be the actual 1911 taxes.

Mr. Waters—Perhaps I could give you a little light on that. The Interstate Commerce Commission's classification of railroad companies don't credit all moneys paid to taxes immediately they are paid; that is, they are not put directly under the accounts, but these accounts are kept from month to month as an accrued tax, and are based on estimates when the tax rates are made up. All the 1911 taxes accrued to the State of Nevada are credited on the accrued tax account. I think that is right, is it not?

Mr. Bartine—That is right.

Governor Oddie—It seems to me there should be some uniformity among the counties in assessing the Pullman Company, either as personalty or as realty; and I should think that this board could take steps—

Mr. Sitton—I think all the counties assess the Pullman Company as personal property, speaking of the difference in railroads as compared with the Pullman Company.

Mr. Ingalls—Mr. Chairman, I would like some light on this subject: We are assessing Wells Fargo on the mileage basis, and I would like to know if we haven't a right to assess the Pullman Company as realty on the roll, or whether our duty as Assessors is to collect it as personal property?

Mr. Shaughnessy—It would be personal property.

Mr. Bartine—A railroad car is personal property.

Mr. Ingalls—That is what I understand, on a mileage basis.

Governor Oddie—Then it should appear on all the county assessment rolls in the same way.

Mr. Whitehead—The reason I made the statement, Mr. Chairman, was, I found that in our county the Assessor formerly had always put it on the roll, but had not collected it as personal property; that is, he had placed it with the real estate assessment, and had not collected it as personal property; and I didn't know but what other counties might have done the same thing.

Governor Oddie—Are there any further remarks on this question?

Mr. Sitton—I would like to have the motion read.

The Clerk—It is moved by Mr. Lemaire, seconded by Mr. Pohe, that the Pullman Company be assessed at \$300 per mile.

Mr. Sitton—I don't think that motion is properly worded.

Governor Oddie—It seems to me it ought to be a little more explicit.

Mr. Sitton—Furthermore, I don't consider it a just assessment to the several counties. I think it should be so arranged that the mileage in some counties where they operate quite a number of cars, should get more tax than they do; and on a straight mileage basis I don't think it is just.

Mr. Shaughnessy—That is a question of apportionment. It is only the question of apportionment, of course. On the line of the suggestion made by Mr. Sitton, the Central Pacific would carry a valuation of perhaps a thousand dollars or more a mile; the Western Pacific perhaps \$300 a mile; the San Pedro three or four hundred a mile, and the small lines \$25 or \$50 or \$75. You would have to make a classification in order to reach it, that is all. It has been put on the basis of \$300 a mile largely for convenience. It is purely a question of apportionment, not

a question of unfairness. I don't think Mr. Ferguson's point is well taken when he bases the value of a car that operates in a county that has only two miles of railroad at \$73,000. I think the idea is far-fetched: it has not in any sense such a valuation as that, and is brought about only by reason of the method of apportionment applied.

If the fair value of the property creditable to Nevada is reached by a per mile assessment, it does not occur to me that any injustice is done, nor that, as a matter of law, one mile should be treated as more valuable than another. To do so is equivalent to saying that a per mile of line assessment placed against railroad property operates unjustly because certain portions of the line are much more valuable, both from a physical and a business standpoint, than other portions of the line which carry the same assessed valuation per mile.

Mr. Sitton—We placed those valuations on the railroads on account of the value in the several counties. Take the main line of the Central Pacific; they operate ten times as many cars over that as they do over a small line, and for that reason I think the value per mile on those roads should be greater than over the small roads.

Mr. Shaughnessy—As between different railroad systems, that is true, but no attempt has ever been made to classify the valuation of a particular system of property, according to its value and business in different localities, by this board. The assessed value has always been uniform. You seem to have in mind the question of classifying the value of the property.

Mr. Sitton—No, it is the apportionment I have reference to.

Mr. Lemaire—Mr. Chairman, then the motion should be on a basis of \$300 per mile.

The Clerk—This is the way it read last year: That the valuation of the Pullman Company for assessment purposes be on the basis of \$300 a mile.

Mr. Lemaire—On the basis of \$300 per mile would be better.

Mr. Shaughnessy—It might be on the basis of \$300 per mile according to the railroad mileage over which they operated.

Mr. Lemaire—Then I will make it that way.

Governor Oddie—I will ask the Clerk to read the motion.

The Clerk—Moved by Mr. Lemaire, seconded by Mr. Pohe, that the Pullman Company tax be fixed at \$300 per mile, according to the railroad mileage over which they operate in Nevada.

Governor Oddie—Is that motion satisfactory?

Mr. Miles—Mr. Chairman, do I understand that to mean for each car, \$300 for each car?

Mr. Shaughnessy—No, that is the total tax; the total, whether one car or fifty cars in a given county.

Governor Oddie—Mr. Lemaire, is that corrected motion satisfactory to you?

Mr. Lemaire—Yes.

Mr. Bartine—I don't think the word "according" should be in there, "\$300 per mile for the mileage."

Mr. Lemaire—The motion for last year read this way: "I move a valuation of \$300 per mile be placed"—this comes in with the Wells, Fargo—"for the number of miles of railroad over which they operate in the State of Nevada." That would be the form.

Governor Oddie—Do you make that motion for this?

Mr. Lemaire—I do, yes. I move that a valuation of \$300 per mile be placed on the Pullman Company for the number of miles of railroad over which they operate in the State of Nevada.

Governor Oddie—You make that as your motion?

Mr. Lemaire—Yes.

Governor Oddie—Do you second that motion, Mr. Pohe?

Mr. Pohe—I do.

Upon roll-call the vote was as follows:

Yeas—Messrs. Whitehead, Arrild, Weathers, Ingalls, McTerney, Leonard, Lemaire, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, Hayes, and Miles.

Nays—Mr. Sitton.

Mr. Lemaire—I move we adjourn until 2 o'clock.

Mr. McTerney—Second the motion.

Upon the question being put, the motion carried, and a recess was taken until 2 p. m.

Afternoon Session

The board resumed its session, pursuant to recess, at 2 p. m.

Governor Oddie—Will the meeting come to order. I will ask the Clerk to call the roll.

Upon roll-call all the members of the State Board of Revenue and the State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

Governor Oddie—Do you think it is necessary, gentlemen, to have a resolution in regard to the manner of placing the assessment of the Pullman Company on the assessment rolls, in order that there may be no confusion? That question came up this morning.

Mr. Shaughnessy—Designating it as personal property?

Governor Oddie—Between personal and real property.

Mr. Sitton—I don't think there is any necessity for it, because the statute plainly designates it as personal property.

Governor Oddie—Well, if all the Assessors understand it, that is all that is necessary.

WELLS, FARGO & COMPANY:

Governor Oddie—The next item is Wells, Fargo & Company. I will ask Mr. Shaughnessy to give us some data on that, with the permission of the board.

Mr. Shaughnessy—The assessment of \$300 per mile which has been placed on Wells, Fargo & Company during the past three years is still being contested in the courts. I think perhaps we will have a determination of the matter in the near future. The case was tried before Judge Ducker in Humboldt County in October, at which time Attorney-General Baker and I appeared, and it was stipulated at that time between counsel that the case would be a test case for the entire State; and that, following the decision of the District Court, the matter would be carried to our Supreme Court here for final adjudication. The case will be fully submitted before Judge Ducker this month on briefs, so I am informed.

In line with the statutory enactment by the Legislature of 1911, a method was provided for assessing the property and franchises of express companies; it directs that for the purpose of assessment and collection of taxes on the property and franchises of any express company, the cash value thereof shall not be less than the largest amount upon which the net profit of the company for the year previous to the

assessment or levy of the tax will pay interest at the rate of 8 per cent per annum.

The law further provides as to how the net shall be arrived at, as follows: "This net profit shall be the difference between the average gross earnings per mile on the mileage operated in this State on local and through business, including receipts for the transportation of property and parcels carried into, out of, or through this State, and the necessary average expense per mile on such mileage operated in this State in such transportation, carrying and operation of the express company under reasonable, economical and prudent management, estimated for the last year previous to the levy."

Now in compliance therewith, the following results are shown, and placed before the board for their information and consideration. The railroad mileage operated in Nevada is 1,365; the steamboat mileage is 20.25; the stage line mileage operated in Nevada is 40, making a total mileage operated within the State of 1,425.25. The gross earnings in Nevada for the year 1911 were \$572,805.75. The gross earnings in Nevada for the year 1912 are \$580,755.33, or a small increase. These earnings, as above shown, for 1912 are estimated in part and include interstate forwarded business; that is, business from within to without the State, for the year 1911 of \$146,834; and this is for the reason that the company failed to make any report of earnings under this head for 1912, simply explaining that they had made a change in their system of invoicing, notwithstanding that the classification of the Commission required that they should report in this detail. We have taken the matter up with the company, and they are now engaged in making up a report of all earnings, in and out, and local, and our mileage prorate of the through earnings. On the basis of that estimate it is assumed that there cannot be much, if any change in the amount of business transacted as between the two years, for the reason that the other items they did report compared favorably with the earnings for the year previous. The operating expenses figured on the basis of the ratio of the express privileges and expenses as a whole, which is 81.2 per cent bring a total of \$471,573.32; this taken from the above gross earnings leaves net earnings of \$109,182.01. This, capitalized on the basis of 8 per cent, in conformity with the law, gives a property valuation of \$1,348,785.12; and in order to arrive at this amount of property it will be necessary to place a per mile valuation of \$950 per mile.

In order to make sure that the above earnings are no more than that which should be properly credited to the Nevada mileage—because the gross earnings I have given heretofore do include earnings made on some of the mileage outside of Nevada, on in and out business, and it does not include the mileage prorate of earnings made on through business—we are able to check those earnings from another standpoint. The railroad companies report to us in detail as to their earnings made upon the Nevada mileage, and those earnings are classified as between the earnings accruing from freight business, passenger business, express business, mail business, etc. Now under the head of "Revenues accruing to the Southern Pacific company from express business for the year ending June 30, 1912," they show that they made on the Nevada mileage \$218,288.26, upon the basis of 40 per cent; that is, the express company pays to the railroad company, the Southern Pacific Company, 40

per cent of its gross earnings for railroad privileges. As this amount represents 40 per cent of the gross earnings, the amount from which it was taken, on a 100 per cent basis, would be \$545,720.65. This, therefore, represents the total gross express earnings that were made upon the Southern Pacific mileage in Nevada. We estimate that the earnings accruing from the business transacted on the Virginia and Truckee Railway, Tonopah and Tidewater Railroad, the Nevada Central Railroad, the Nevada Northern Railway, Nevada-California-Oregon Railway, and the Nevada Copper Belt Railroad, would bring the total gross earnings within the State up to approximately \$625,462; and that is, of course, to be compared with the amount that I have used there, which is \$580,775.33. This proves, in the absence of the actual figures contemplated by the law, that the above estimated earnings used in establishing the value of the property are conservative. The application of an assessment on the basis of the law to which I have directed your attention, in order to bring the proper amount of value, would have to be on a basis of \$950 a mile, instead of \$300 a mile, as levied last year.

Mr. McTerney—What did you say it would be this year, I didn't quite catch that?

Mr. Shaughnessy—Nine hundred fifty dollars.

Mr. Whitehead—Mr. Chairman, I don't think we can make any lower assessment under the law, considering the statement which has been submitted, and I move that we assess Wells, Fargo & Company—I make the motion similar to last year, only making the amount \$950.

Mr. Stern—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any remarks? Is there a representative of Wells, Fargo here?

Mr. Shaughnessy—No. In that connection, the local counsel for Wells, Fargo & Company, in conference with me some time ago advised that he would not appear before the board, for the reason that he was challenging the constitutionality of the Act creating this board, and their right to levy any assessment, such as they have been levying, and until that matter was determined, Wells, Fargo would not be represented before this board.

Governor Oddie—Are there any further remarks, gentlemen? There is a motion. Are you ready for the question?

Mr. Sitton—I would like to hear the exact wording of the motion.

Mr. Shaughnessy—The motion as made last year was: "I move that a valuation of \$300 per mile be placed against Wells, Fargo & Company for the number of miles of railroad over which they operate in the State of Nevada."

Governor Oddie—And you make the motion in that form? (Addressing Mr. Whitehead.)

Mr. Whitehead—Only with the increased amount of \$950.

Mr. Sitton—I would like to ask one thing. How about that twenty miles of steamboating?

Mr. Shaughnessy—That is on Lake Tahoe.

Mr. Sitton—Should that show?

Mr. Shaughnessy—Well, the members of the board considered that, I believe, at the first session when they assessed Wells, Fargo & Company, and they arrived at the conclusion that it would be well to eliminate and leave to the various County Assessors for assessment purposes

and taxation, the mileage of stage lines and steamboat lines, feeling that perhaps the taxation of some of the stage lines would put them out of business. I think if you make this valuation on the basis of the railroad mileage that it will reach it.

Mr. McTerney—That is the way it was before?

Mr. Shaughnessy—Yes.

Governor Oddie—Are you ready for the question?

Mr. Sitton—Question.

Governor Oddie—I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

AMERICAN EXPRESS COMPANY:

Governor Oddie—The next is the American Express Company. With the permission of the board, I will ask Mr. Shaughnessy to give us some data on that company.

Mr. Shaughnessy—Proceeding in like manner to value the property of the American Express Company within Nevada on the basis of the law, I would say that the mileage operated in Nevada is 433.60, which is over the mileage of the San Pedro, and the Las Vegas and Tonopah Railroads, in southern Nevada. The gross earnings in Nevada for the year 1912 were \$79,478.61. These earnings were arrived at in the manner that I have explained the earnings of Wells, Fargo were checked up, by taking the earnings which this company paid to the San Pedro, and Las Vegas and Tonopah for express privileges, which was on the basis of 55 per cent of gross express earnings. The amount reported on this basis by the San Pedro, and Las Vegas and Tonopah for the year ending June 30, 1912, aggregates \$45,713.30. As this amount represents 55 per cent of the gross express revenue, the amount from which it was taken would be \$79,478.61, and this, therefore, represents the total gross earnings made upon the Nevada mileage operated by the American Express Company. The operating expenses were determined in the same manner that Wells, Fargo & Company's operating expenses were, by taking the ratio of the express privileges paid the railroad, and the express expenses for the system as a whole to the gross earnings for the system as a whole, which is 96 per cent. This gives operating expenses of \$76,299.47, and leaves net earnings of \$3,179.14. Three thousand, one hundred seventy-nine dollars, fourteen cents is 8 per cent on a property value of \$59,739.25; and this prorated on the mileage operated in southern Nevada, would be \$89.58, or substantially \$90, the same as the board made it last year.

Governor Oddie—Is there a representative of the American Express Company here?

Mr. Shaughnessy—Mr. Whittemore here represents the American.

Governor Oddie—Mr. Whittemore, would you like to be heard?

Mr. Whittemore—Mr. Chairman, with the consent of the members of the board, I would like to have Mr. Rogers, who is the superintendent of the company, make a brief statement of the conditions under which the American Express Company is operating, into and out of and through Nevada, as preliminary to a statement with which I shall follow:

Governor Oddie—We would like to hear from Mr. Rogers.

Mr. Rogers—Mr. Chairman, about all I can say is that in a general way, as compared to our business in the State of Nevada, our operating

expense—Nevada expense—is much higher than it is anywhere else in the territory over which I have supervision, which comprises our lines in some five States. We have three principal offices, Goldfield, Las Vegas and Caliente; and our 1912 business at those offices showed a very decided reduction; that is, our intrastate business, practically 50 per cent, and we have not been able to reduce our cost at those offices a dollar. I think we have no office in Nevada in which our Nevada expense is less than 10 per cent. In Idaho, Utah, Montana, and States such as that, I have a great many offices that the terminal expense is from 5 to 6 per cent. The three principal offices in Nevada average considerably more than that. I merely mention that as an illustration of the difference in the territory. The three principal offices are on a salary basis, and we cannot maintain them for any less and do any business. The reduction of our intrastate business for 1912 was mostly at Las Vegas and Caliente, and some part of it at Goldfield; the Goldfield reduction owing to the decrease in bullion shipments; the Las Vegas and Caliente offices owing to the discontinuance of reconstruction work on the San Pedro line, and a reduction in intrastate shipments. I think that was about a 40 per cent reduction in intrastate business, and a slight increase in interstate.

Governor Oddie—What does that amount to, as applied to Nevada?

Mr. Rogers—The decrease in intrastate was \$2,619, and an increase in interstate of \$1,378, leaving a net decrease of \$1,240.

Mr. Whittemore—Mr. Chairman, and gentlemen: The question arises in my mind in connection with the assessment, collection and payment of taxes in Nevada, does it pay to pay your taxes in Nevada? And your action in the matter of fixing this assessment is going to answer that question. Heretofore the companies that I have represented have appeared regularly before this board; we have fairly and fully stated our condition, and I will say we have been met with such consideration as you people felt we were entitled to, and that you have always acted, so far as your judgment goes and your feelings go, fairly and impartially; but the fact remains that compared with other assessments, with the tax paid by others, we have always gotten decidedly the worst of it. The discussion now relates to the assessment of the American Express Company. I have a statement prepared by the traffic department of the company, which I desire to read, and then will file with the secretary as part of the record of these proceedings. This is a statement of the earnings and profits for the year ending November 30, 1912. It is not possible to get the December earnings in time to compile them, and we take the month of December of the preceding year, so that it gives the statement for a year, but it is the month of December of 1911, to complete that period.

(The report is as follows:)

*Statement of Earnings and Profits of the American Express Company
in Nevada for the year ending November 30, 1912:*

Intrastate earnings—Transportation.....	\$3,219.87	6.71%
Interstate earnings—Transportation.....	44,784.78	93.29%
Total earnings.....	\$48,004.65	
Terminal expenses.....	\$5,197.84	
Rate per cent of terminal expenses to earnings.....		10.15%

Ratio of expenses on all lines:	
Terminal expenses	29.56%
General expenses	18.31%
Taxes	
Paid railroads in Nevada	55.00%
Total Nevada terminal expense, period covered by report....	\$5,197.84
29.56%	
10.15%	
19.41% of \$44,784.78 equals the terminal expense on inter-	
state earnings beyond Nevada.....	8,692.72
Total terminal expense on all Nevada earnings, both state	
and interstate	\$13,890.56
Expense chargeable to Nevada—State business:	
Terminal..... 6.71% of \$13,890.56.....	\$932.05
General.....18.31% of \$3,219.87.....	589.55
Taxes*..... 6.71% of \$1,544.28.....	103.62
Transportation.....55.00% of \$3,219.87.....	1,770.92
Total expenses.....	\$3,396.14
Earnings.....	3,219.87
Loss	\$176.27

The report shows the earnings intrastate of \$3,219.87. Intrastate business on transportation \$44,784.78, or a total of \$48,004.65. The terminal expenses in Nevada, \$5,197.84. The ratio of expenses on all lines for the year, the percentage is 29.56. The expense of the terminals throughout the entire system of the American Express Company with which the traffic originates, or to which the traffic goes from points in Nevada, general expenses are 18.31 per cent; and the amount paid to the railroads in Nevada is 55 per cent. The total terminal expense—repeating that amount again—is \$5,197.84, which is 10.15 per cent of the 29.56, which is the expense of the entire system, which originally included that, so that amount is deducted, leaving 19.41 per cent of the \$44,784.78. The expense on interstate beyond Nevada was \$8,692.72. The total terminal expenses on all Nevada earnings, state and interstate, \$13,890.56. Expenses chargeable to Nevada on state business are:

Terminal..... 6.71% of \$13,890.56.....	\$932.05
General.....18.31% of \$3,219.87.....	589.55
Taxes..... 6.71% of \$1,544.28.....	103.62
Transportation.....55.00% of \$3,219.87.....	1,770.92
Total expenses.....	\$3,396.14
Earnings.....	3,219.87
Loss	\$176.27

This is on the business for that period, both interstate and intrastate, for Nevada—that is the loss on the intrastate business.

Mr. Shaughnessy—What is your total net?

Mr. Whittemore—\$176.27 is the loss. That is on intrastate business, as stated by Mr. Shaughnessy.

Mr. Shaughnessy—Have you any net earnings at all there?

Mr. Whittemore—Not on interstate. This is the intrastate business.

Mr. Shaughnessy—How much net do you show on interstate?

Mr. Whittemore—The memorandum made by Mr. Rogers relating to

* Charging to State only the proportion of total tax paid that state earnings bear to total earnings.

interstate business; that is, the total business which includes intrastate and interstate, is as follows:

The Nevada terminal expense is \$5,197.84. The system average terminal expense is 29.56 per cent, less the Nevada rate of 10.15 per cent, which is the portion chargeable to Nevada, would leave 19.41 per cent; and 19.41 per cent of \$44,784.78, which is the interstate business, would be \$8,692.72. Transportation, 55 per cent of the \$48,004.65, is \$26,402.75. The general expense of 18.31 per cent of the \$48,004.65 is \$8,789.95. The taxes of \$1,544.28, making a total of \$50,627.54, as against earnings of \$48,004.65, showing a loss of \$2,622.89 on all business.

Mr. Shaughnessy—I would like to ask Mr. Rogers just what that \$48,004.65 total earnings includes?

Mr. Rogers—That includes all of our Nevada business, interstate and intrastate.

Mr. Shaughnessy—That is, all the local business between points in Nevada, and business from within to without, and from without to within?

Mr. Rogers—Yes.

Mr. Shaughnessy—But it does not include any of the earnings on business passing through the State?

Mr. Rogers—No, sir.

Mr. Whittemore—Mr. Shaughnessy quoted from and referred to the statute of 1911, which fixes the method to be followed in assessing express companies, so that we have a law to follow and to be governed by in this matter. And, judging from the expressions made by the members of this board, I am satisfied that it is the desire and purpose of the board, so far as their judgment and interpretation of the law goes, to follow the law in respect to making these assessments, and that is all that we ask for, so far as the American Express Company is concerned. That law fixes the net earnings as the basis upon which the valuation shall be arrived at, capitalized at 8 per cent. Now there is another well-recognized rule of law which we have stated and restated; that is, that assessments and payment of taxes must be uniform and equal. And here we have, fortunately, an example in which that can be directly and almost to an absolute certainty demonstrated. You have discussed the question of the assessment of lands, and the method by which those assessments should be reached; the varying differences of conditions and situation, all of which must be taken into consideration in arriving at what uniformity means. As illustrated by one of the Assessors, a man who has a field of alfalfa at a point near a railroad where he can get \$12 or \$15 a ton for the alfalfa on his place, has property which is much more valuable than the ranch of a man who raises just as much alfalfa sixty miles away from that railroad, who has absolutely no market for his product; so that uniformity there would not mean that each of those fields or tracts of land should be assessed the same. Uniformity means the comparison or striking a balance or an average in comparing the different conditions; so here we have an opportunity to strike that balance almost to a draw. We have two companies engaged in the same line of business in the State of Nevada, operating upon substantially the same conditions; you have before you a statement of their earnings and expenses, and you have a basis upon which you should fix your valuation. And in doing that

you can answer the question which I have propounded, whether it pays to pay your taxes in Nevada? And that question arises because the express company, the other express company here, has not paid its taxes, and has not for several years. The American Express came in last year, made a statement to you, and an assessment was fixed, which was out of proportion to the assessment of Wells, Fargo & Company, and yet we paid our taxes.

Now I am going to take the figures submitted to you by Mr. Shaughnessy; I am going to disregard our statement, on the theory that you may say, well, figures don't lie, but bright manipulators of figures can make them look very different, one person can make the results look very different from another; so we are going to take the figures submitted by Mr. Shaughnessy. As I caught the memorandum, the result of his calculations was that the net earnings of Wells, Fargo & Company for the year 1912, which would be the year preceding the assessment, were \$109,182.01, which was 8 per cent of \$1,348,785, which necessitated fixing a valuation of \$946, I believed he fixed it at \$950, as stated by Mr. Whitehead. Those were the figures and they must be followed.

Now let us turn over onto the other side of this page, and see what we get. The statement of Mr. Shaughnessy shows that the gross earnings of the American Express Company in Nevada for the same period were \$79,478.61, that their expenses were \$76,229.47; that their earnings were \$3,179.14, which is practically 3 per cent—2.9 per cent—of the earnings of Wells, Fargo & Company—and, gentlemen, we want you to follow that law. We want you to follow that rule, and we want you to fix our valuation on a basis of 2.9 per cent of what you have fixed the valuation of Wells, Fargo & Company. And on that basis we will be satisfied. About \$29.50, or in round numbers, about \$30 a mile.

Now that illustrates that you cannot always be governed by the question of mileage; and in this matter the question of mileage has no figure whatever; it is a question of earnings, and we respectfully submit that the person who comes in and voluntarily appears before you, and makes the showing, and offers to pay his taxes, ought to be treated equally as fair as the fellow who simply tells you you can go to a warmer climate if you please. I thank you very much for your consideration.

Governor Oddie—Mr. Shaughnessy, there is a little discrepancy as to the net earnings between your statement and Mr. Whittemore's statement; will you explain that?

Mr. Shaughnessy—Mr. Whittemore draws a comparison with the assessment made on Wells, Fargo & Company, as compared to the amount recommended for his company; and in doing so he contrasts the taxes that would accrue on a basis of this \$1,348,785 of property value, which was reached on the earnings of Wells, Fargo & Company to the taxes that should be paid by his company. He said, among other things, that it would amount to about 2.9 per cent of the assessment placed against Wells, Fargo & Company. I might say for the information of the board, that we have figured the taxes accruing on a value of \$950 per mile, assuming that the average levy only amounts to 2 per cent; perhaps it will average more than that throughout the State on Wells, Fargo's property; but assuming that the rate is 2 per

cent, the amount paid in taxes on the above valuation will be \$26,975.70, or, in fact, 4.64 per cent of the gross earnings.

Now, the Wells, Fargo & Company may be a dollar or two, or a few dollars one way or the other, out of the way on that \$950 per mile valuation; it cannot be over \$10 out of the way, to be entirely accurate. The valuation as made on the American Express Company is just exactly the same as it was made last year, and it is supported by the earnings. The earnings given by Mr. Rogers, and which Mr. Whittemore used, \$48,000, comprise the earnings made between points within Nevada, and on business moving in and out of the State, and there is not anything included for the business, or the mileage prorated of business moving across the State, which the law says we shall take in arriving at this net earnings basis. Now the aggregate amount of gross, instead of being \$48,000, as given by Mr. Rogers, is \$79,478, and taking the expenses out of that, leaves a net of \$3,179, which will be 8 per cent on a property value of \$39,739, or a per mile valuation of \$90. And that, by the way, happens to be the same assessment it was last year. That should be the assessment placed against the American Express Company, if you follow the law.

Governor Oddie—Mr. Whittemore, I would like to say that the fact that Wells, Fargo & Company has not paid its taxes does not mean, as you know, it will not have to pay them later, because if decided in favor of the State—

Mr. Whittemore—I understand. I did not mean that they will be allowed to escape, but thus far they have not paid them.

Governor Oddie—This State is taking every step it possibly can.

Mr. Whittemore—I understand that.

Governor Oddie—And, as you have seen all the way through here, it is the intention of this board to do everything it possibly can to equalize assessments. The Assessors have difficulties in their way, which may be remedied by improved laws and possibly by a change in our Constitution, which will enable them to make the assessments more equal; but we are going to take that up at the next session of the Legislature, and try and overcome the situation, and improve conditions.

Mr. Whittemore—Well, so far as the interests I represent are concerned, we are ready, and have been ready, and our record in the past is that we have stood ready to pay our full proportion of the burden of taxation in this State; and we have always heretofore accepted the result of the deliberations of this board, believing you have the desire to act fairly and reasonably; there is no reflection on the officials of this board, or the officials of the State that the other companies have escaped thus far paying their taxes. I understand proceedings are pending, but the fact still remains that for three years they have not paid any taxes.

Mr. Ingalls—Mr. Shaughnessy, according to your figures, I presume the statement is about the same as it was the year before?

Mr. Shaughnessy—Practically the same.

Mr. Ingalls—I would like to ask the representative of the company a question. It seems to me there is a law on the statute books which requires common carriers and such companies, to pay a license, and they have refused and neglected to pay any license in Esmeralda County; they have paid their taxes all right, but have not paid any

license. Ought not that to have reduced the expenses some? If there is any reason I would like to know why they have refused and failed to pay their license?

Mr. Whittemore—I am very willing to answer that question. The license tax which an old statute of this State imposed upon carriers who are engaged in the transportation of bullion from points in the State to points outside of the State, is, in our opinion, supplemented and superseded by the provisions of this law which requires a tax upon a basis of all earnings. In other words, the entire tax that the express company pays is in the nature of a license to do business in the State; it is a tax arrived at on the basis of its business; and, as expressed before, it has no tangible property of any amount, so that the entire tax paid is in the nature of a license, and having paid our general taxes, our position is that that should cover all of the license that we ought to be required to pay, and for that reason we have declined to pay this license of \$37.50 a quarter in the several counties, and which question is now before one of the courts—before the District Court of Lincoln County; and when that matter has been determined, if the courts hold we should pay that in addition to these other taxes, why, we shall pay it. Our position, it seems to me, should strike anybody as reasonable and fair, that the whole tax being somewhat in the nature of a license, when we pay general taxes, which include earnings for handling bullion, that ought to cover the entire payment to be made by the express company.

Mr. Ingalls—I was not aware that the matter had been brought in court. I submitted the matter to our District Attorney, and he was not aware that the matter had been brought up; and that is the reason I asked you for information.

Mr. Whittemore—Yes, I had the matter up with the District Attorney of that county, also the District Attorney of Nye County, explaining the situation, and giving our reasons; and stating we were using this as a test case, and if it was decided against us, we would then pay taxes in the other counties for the license.

Governor Oddie—Are there any further remarks on this subject? There is no motion yet. We are ready for the motion fixing the value.

Mr. Ingalls—I make a motion that the American Express Company be assessed at \$90 per mile, the same as last year, to be apportioned to the several counties of the State—the same as last year.

Mr. Malley—I second the motion.

Governor Oddie—I think the motion had better be a little clearer than “the same as last year.”

Mr. Shaughnessy—If you make it the same as Wells, Fargo & Company, it would be uniform—\$90 per mile on the basis of the railroad mileage over which they operate in Nevada.

Governor Oddie—Do you make it in that form: \$90 per mile on the basis of the railroad mileage over which they operate in Nevada?

Mr. Ingalls—Yes, I make the motion in that form.

Governor Oddie—Mr. Malley, do you accept that as a second?

Mr. Malley—Yes.

Governor Oddie—The motion is before the board. If there are no further remarks, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

GLOBE EXPRESS COMPANY:

Governor Oddie—The next is the Globe Express Company. I will ask Mr. Shaughnessy, with the permission of the board, to make a statement in regard to that.

Mr. Shaughnessy—In making the report on the Globe Express Company I have pursued the same method I did with reference to Wells, Fargo & Company and the American Express Company. The gross earnings made upon the Nevada mileage for the year 1912 on the basis of the earnings reported by the Western Pacific Railway Company, are \$53,720. The operating expenses assignable to the Nevada mileage, on the ratio of express privileges and expenses to gross earnings for the system as a whole, are 96 per cent of the gross earnings. Applying the ratio 96 per cent as operating expenses within Nevada, there is left in net earnings \$2,148.80, and this amount will pay 8 per cent on a property value of \$26,860. The per mile valuation necessary to bring this amount would be \$65 per mile, instead of \$50 per mile, as levied last year. Mr. Caine is here representing the Globe Express Company.

Mr. Caine—There is nothing I could add to the statement that has been made. We accept it. I might say something as to the conditions under which we are operating, but I don't consider it pertinent under the view of the law.

Governor Oddie—Are there any further remarks?

Mr. Pohe—I think you have reported \$56 in last year's report.

Mr. Shaughnessy—I reported \$56, Mr. Pohe, but the board placed a valuation of \$50.

Mr. Pohe—You only report \$55 now.

Mr. Shaughnessy—\$65 now.

Mr. Pohe—\$65? I beg your pardon, I understood \$55.

Mr. Lemaire—Mr. Chairman, I make a motion that a valuation of \$60 per mile be placed on the Globe Express Company for the number of miles of railroad under which it operates in Nevada.

Mr. Shaughnessy—If I might suggest, that would not be in conformity with the assessments you have put on the other two express companies. \$60 would be less than the largest amount on which 8 per cent will pay interest, as provided by law.

Mr. Lemaire—I will change my motion to \$65 per mile.

Mr. Ingalls—I second the motion.

Governor Oddie—The motion is made and seconded, placing the valuation at \$65 per mile. Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

CENTRAL PACIFIC RAILWAY:

Governor Oddie—The next is the Central Pacific Railway, and side-tracks of same. With the permission of the board, I will ask Mr. Shaughnessy to give us some facts and figures.

Mr. Shaughnessy—Since the last meeting of the board the Central Pacific Railway Company has taken the ownership of the Nevada and California Railway, and while the classification remains the same and they will be treated separately by the board for assessment purposes, I will first treat the Central Pacific, including the Nevada and California, as one system.

The Central Pacific Railway mileage in Nevada, main line, is 442.96; branch lines, Derby to Wadsworth, 5.96 miles; Telasco to Metropolis, 7.89 miles; Hazen to Churchill, 27.85 miles; Hazen to Fallon, 15.92 miles; Mound House to Tonopah Junction, 136.4 miles; Tonopah Junction to Nevada-California state line, narrow-gage, 42.90 miles. Total mileage operated in Nevada 679.26.

The gross earnings assignable to the entire Nevada mileage, including the Nevada and California Railway, for the year 1912, are \$9,723,405.07. The total taxes paid in Nevada for the year 1911—this also includes the taxes paid by the Nevada and California—are \$402,951.87. The total taxes paid in Nevada for 1912 are \$460,530.73. The ratio of taxes to gross earnings paid on the basis of the report ending June 30, 1912, is 4.18 per cent. The reproduction values of the property and equipment of the main line is substantially \$80,000 a mile. The reproduction value of the property and equipment of the branches is substantially \$30,000 a mile. The average reproduction value of the equipment and property of the narrow-gage would be approximately \$12,000 or \$15,000 a mile. The assessed valuation per mile, main line, as levied last year is \$35,000. The assessed valuation per mile, sidetracks, \$6,000. Assessed valuation per mile of sidetracks and rolling stock returned, will approximate \$42,400, I think, as given in. The total assessed valuation per mile on the main line would therefore be \$42,400, or 52½ per cent of the fair cost of reproducing the road and equipment. That is on the main line of the Central Pacific.

The assessed valuation per mile of the Nevada and California Railway branch line over the broad-gage is \$14,000 a mile main track, and \$3,200 a mile sidetrack. The assessed valuation per mile of the Nevada and California narrow-gage main track is \$2,800 a mile, and \$800 a mile sidetrack. The assessed valuation of all branch lines, sidetracks, rolling stock, per mile, as returned for this year, the current year, will average \$3,000 a mile. The assessed valuation per mile of the line running from Hazen to Fallon is \$8,000 a mile main track, and \$1,000 a mile sidetrack. The aggregate of the above assessments on the Central Pacific Railway, including the main and branch lines, rolling stock and equipment, is approximately \$22,156,000. This is the property value given in on the basis of the assessment levied by this board last year. The total reproduction value of the property, the main line on the basis of \$80,000 and the branch line \$30,000 a mile, will produce an average value of approximately \$63,000 a mile.

The average assessed value of main and branch lines, rolling stock and equipment, on the basis of the property rendered for taxation last year, is \$32,600 a mile, or 52½ per cent of the reproduction value of the property. As to the cost of reproduction, the figures given are as near as we can estimate, and they are the values that the Railroad Commission is using for the purpose of basing rates.

Governor Oddie—May I ask, Mr. Shaughnessy, does the railroad company use those same figures in making rates?

Mr. Shaughnessy—Well, it is usual for a railroad company to contend for the highest valuation they can get away with when it comes to making rates, and it is often necessary to make a physical valuation of the property in order to settle a dispute. However, we have not

had any trouble of that nature heretofore with the Southern Pacific people; they have not contended for any unreasonable valuation.

In the case in the Federal Court, testing the constitutionality of the Railroad Commission law, they put in the total cost valuation of their property, which totaled \$146,000 a mile in this State; but that was absurd upon its face, because the total cost valuation is not determinative of the fair value, for the reason that it not only includes the cost of the original construction, but it includes the expenditure that has been made from time to time, from that time on to the present.

Governor Oddie—And those expenditures have been deducted from the earnings, have they not, in computing dividends?

Mr. Shaughnessy—Prior to the effective regulation of railroad accounting by the Interstate Commerce Commission, that was practiced, but it has not been allowed in recent years.

Governor Oddie—Are there any figures showing what per cent of the original cost has been deducted for depreciation and up-keep?

Mr. Shaughnessy—No. From the figures reported at this time the railroad company themselves would be unable to give an inventory—an actual inventory valuation of the property. The only way that could be accomplished is by having it made by a corps of competent engineers; and in that connection I may say that the Southern Pacific Company is now having that done, and I think the valuation will be forthcoming sometime in the near future. We have been in communication with the president of the company, and have asked him to furnish us with a copy of that physical valuation as soon as it is completed, and he has advised us it will be done.

Now on the basis of the amount of property returned, this \$22,156,000, I am informed by the agents of the company, upon inquiry, that they will pay in taxes for the current year, ending June 30, 1913, to the State and the counties of Nevada, \$447,800.29. On the basis of the present earnings, as shown above, this will be a tax amounting to 4.6 per cent. This includes my report on the Central Pacific and Nevada and California treated as one system within Nevada. Treating these properties separately, I have the following data to offer: The Central Pacific main-line mileage operated in Nevada is 448 miles. The gross earnings assignable to Nevada for the year ending June 30, 1912, were \$9,144,910. The taxes paid in Nevada for the year 1912 were \$351,610.38; and the ratio of taxes to the gross earnings is 3.85 per cent.

Mr. Cowden—Those are last year's taxes, are they not; they are taxes on the basis of assessments placed in 1911?

Mr. Shaughnessy—Yes. This statement of the Central Pacific main line embraces the assessment as made by the board in 1911, and is reported to us for the fiscal year ending June 30, 1912. On the taxes levied by this board in 1911 they paid their first installment in December, 1911; that was in the forepart of the fiscal year ending June 30, 1912; and the second installment was paid in June; therefore, the taxes I have reported do not represent the true per cent of gross that the Central Pacific has paid for the calendar year ending December 31, 1912.

Treating the Nevada and California Railway separately, the mileage operated in Nevada, broad-gage mileage, is 179.82 miles; the narrow-gage mileage operated is 43 miles, making a total mileage oper-

ated of 222.82. The gross earnings assignable to Nevada on the mileage basis for the year ending June 30, 1912, is \$578,495.07; and the taxes paid in Nevada, as reported for the year ending June 30, 1912—that is, upon the assessment levied in 1911—are \$54,920.35; and this is a ratio of taxes to gross earnings of 9.49 per cent, substantially $9\frac{1}{2}$ per cent.

Mr. Cowden—Excuse me, Mr. Shaughnessy, while on that subject would you mind giving the taxes for 1912?

Mr. Shaughnessy—I have a memorandum here, I think. The taxes that will be paid by the Central Pacific Railway Company on the property rendered for the current year ending June 30, 1913, will be \$377,829.46; and the taxes paid by the Nevada and California Railway for the same period will be \$69,970.83, as against \$54,920.35 paid last year. Now the ratio of taxes paid for the year ending June 30, 1913, to the gross earnings made as of January 30, 1912, will be for the Central Pacific Railway, main line, 4.12 per cent; and for the Nevada and California Railway branch line, over 12 per cent.

In further connection with the total taxes paid by this system, I may say the assessed value of the Central Pacific Railway operating property in Nevada, including the Nevada and California Railway, which it now owns, constitutes approximately 25 per cent of the total assessed value of all property in the State that was taxed for the year 1912; and 30 per cent if the lands owned by the Central Pacific are included.

In view of this showing, I don't believe any differences should be made in the assessment of either the Central Pacific Railway or the Nevada and California at this time, with the exception, perhaps, of some adjustments in branch-line assessments. There is some branch-line mileage, put in operation during the past year, that has not yet been taxed. For instance that piece of road running from Telasco to Metropolis, 7.90 miles, I think it is.

Mr. Bartine—Mr. Chairman, and gentlemen: In justice to myself, as this is a matter of public record, I want it distinctly understood that I don't attach the slightest importance to the conveyance of the Nevada and California to the Central Pacific; the Southern Pacific owns both of those lines, and has ever since the Railroad Commission has been in existence. Upon the point suggested by Mr. Shaughnessy, there is a radical difference of opinion in the Nevada Commission, and I don't want to be put on record as stating a proposition before this Board of Assessors that the mere fact that one company owned by the Southern Pacific has been transferred to another company owned by the Southern Pacific makes any difference whatever in the aggregate value. Value is value, and is not affected by the ownership. I don't care to go into any argument on the matter, but I simply want to make my position clear. The two roads are separate parts of the Southern Pacific system, and they have always been parts of the Southern Pacific system. I don't think you would be justified in raising the rate, for instance, on the Nevada and California because it has been transferred to the Central Pacific; you are not dealing with the Central Pacific, you are dealing with the Southern Pacific. It is just the same in principle as if you took money out of one pocket and put it into the other.

Mr. Shaughnessy—I did not say, in fact, there should be any reduction made on the Central Pacific, and an increase made on the Nevada and California because it had become the property of the Central

Pacific. What I tried to convey was this: Considering the Southern Pacific property, which is made up of the Central Pacific and the Nevada and California Railways, as Judge Bartine has suggested to you, considering the property as a whole, and in view of the fact that the company is paying at this time on all of its property, substantially, 52 per cent of the reproduction value thereof, based on the best evidences of comparative value we can get in the country and which we use for the purpose of rate-making, the present assessments should be sufficient at this time, until other property values are equalized to something near the same percentage. Now other property values throughout the State will not average 52 per cent; and until you do reach that ratio, you are treading on dangerous ground to go any further; and that is why I caution the board not to go any further at this time.

Mr. Bartine—You understand, gentlemen, I of course presented simply a cold question of law, that is all there is to it. I want my position to be clear on the record.

Governor Oddie—With the permission of the board, I will ask Mr. Cowden to make a statement with regard to his company.

Mr. Cowden—Mr. Chairman, gentlemen and Board of Assessors: As far as the figures presented by Mr. Shaughnessy to you are concerned, I think they are correct; I checked them over as he gave them, and found them, with the exception of a few slight differences, maybe a dollar or so here and there, to be correct. I think at this time it might be well to make some explanation of what seems to have caused some confusion here in regard to the relations of the Nevada and California and the Central Pacific Company. I think it was about six months ago that the Southern Pacific Company, for the purpose of eliminating, I believe, a good many smaller corporations which had a corporate existence for no particular purpose, at least throughout California, transferred their properties to the Central Pacific Railway Company. The property of the Central Pacific Company is leased by the Southern Pacific Company, the operating company; the Central Pacific Railway Company itself does not operate, but is operated by the Southern Pacific Company. The Nevada and California was operated also by the Southern Pacific Company; I don't know whether it was owned by the Southern Pacific Company, at any rate it was sold to the Central Pacific Railway Company, either by the Southern Pacific Company or by its own stockholders; but the conditions of the two roads are exactly the same as they were last year, it seems to me, for the purposes of taxation. The Central Pacific Railway Company main line is the through trunk line, and the Nevada and California Railroad is in the nature of a branch or a feeder.

Our assessments in the State of Nevada have occasioned a good deal of comment from different sources, because of the very substantial increase that has been put upon our properties in the last three or four years. Mr. Shaughnessy in considering the two roads, considered them together. I assume at the present time the question is as to the assessment on the main line; that is, on the Central Pacific Railway Company itself. Is that the matter that is before the board at the present time?

Mr. Shaughnessy—I considered them as a whole, and then separately.

Mr. Cowden—I noticed you had discussed the whole subject, and I thought it might be well at this time to dwell only on the Central Pacific Railway Company, because that is the matter that is before the

board for assessment at this time. However, if the board wishes, I will go into the whole matter.

Since the year 1910, when the first substantial increase was made upon our property of \$4,460,000, it has been steadily increased; \$1,600,000 for the year 1911, and \$1,990,000 in the year 1912, last year. The total assessment upon the property at the present time, including the rolling stock, personal property, station grounds, and so on, is \$19,500,012, upon which we will pay a tax when the second installment of this year is finally paid, of \$377,829.10. That represents an increase in our taxes of \$44,259, and represents 4.13 per cent of the gross receipts of the Central Pacific Railway Company. It further represents an assessment of \$42,421 per mile. That represents 53 per cent of the cost of reproduction, as stated by Mr. Shaughnessy, and around 48 or 49 per cent of the full going value of that property. When I speak of its full going value, I speak of its earning capacity. The valuation upon that basis is the highest possible basis that can be taken for taxation purposes. That represents, as I say, 48 or 49 per cent of the full going value of the property, and valuing it in that way you are taking into consideration its franchises, which, as I understand the law of your State, are not assessable in this State. A total assessment upon that property represents 24 per cent of your total assessment roll, as shown here by Mr. Eggers yesterday to be \$91,000,000. I don't think any of you would be willing to state to the outside world that the value of the property of the Central Pacific trunk line across the State represented one-fourth of the entire taxable resources of the State.

You have received these substantial increases in our taxes, and we have been, I think, extremely patient in the matter. We have realized substantially the ratio upon which other properties are assessed, and we have realized that our property was assessed at a higher ratio. We have further appreciated the difficulties that the State of Nevada is laboring under, and for that reason have up to this time made no complaint, made no protest, upon the assessments that have heretofore been levied; and while I feel at the present time that the assessment is much higher than it should be, I feel also that conditions here are on the mend, that other property values will be brought up, and in view of the condition of the State's finances at the present, I have not asked and am not asking for any reduction. We have tried to be fair with you in all respects in regard to these taxes; and we simply ask you as a board to show us the same consideration in return, in placing the assessment upon our property this year. I thank you for your consideration.

Governor Oddie—Are there any further remarks?

Mr. Miles—Mr. Chairman, I would like to ask Mr. Shaughnessy if he includes in the estimated value of this road any of the rolling stock, or any of the property except the road itself?

Mr. Shaughnessy—The figures that I have given you cover the entire property used; the road, equipment, and everything of that nature.

Mr. Miles—Rolling stock?

Mr. Shaughnessy—Yes, rolling stock.

Mr. Miles—Does it include the lands?

Mr. Shaughnessy—No, the lands are assessed separately.

Mr. Miles—Another question I would like to ask. Have you found that the net operating revenue of that road was less in 1912 than in 1911?

Mr. Shaughnessy—Yes, that is true. I don't make a segregation of the net earning for the two periods, believing that the gross earnings would be sufficient for our purposes here; but take, for example, on the Central Pacific main line, there is a loss in gross earnings that shows as follows: For the year 1911, there were gross earnings of \$9,614,481, while the gross earnings for 1912 are \$9,144,910, or a loss of \$469,571 in gross earnings.

Mr. Miles—I would like to ask if that loss is due to improvements or reconstruction, or a lack of business?

Mr. Shaughnessy—Well, that would be due to a lack of business, Mr. Miles, because the gross earnings, you understand, do not take into account any expenditures. The gross revenues, I think, were segregated and apportioned to Nevada upon identically the same basis in 1912 that they were in 1911.

Mr. Whitehead—Mr. Chairman, might I ask if that might be on account of the reduced rates?

Mr. Shaughnessy—Well, yes, it is in part due to the reduced rates. That covers a portion of the loss. I could not say that it would all be due to that, a part of it might be due to a reduction in the amount of business moving this way, because a substantial amount of business may have been sent around the other way, by the southern route. The Southern Pacific Company operates two lines, and a variation in the movement of the traffic may easily occur. This is especially true with reference to the deciduous fruit traffic: some years the Nevada line may have the larger portion of this traffic, while other years the southern route and the Santa Fe and the San Pedro may cut into the business heavily, and the earnings therefore may fluctuate several hundred thousand dollars a year because of the diversion of this and other forms of traffic.

Mr. McTerney—Mr. Chairman, I move that a valuation be placed on the Central Pacific main line of \$35,000 a mile.

Mr. Weathers—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. I will ask the Clerk to read the motion.

The Clerk—Moved by Mr. McTerney, seconded by Mr. Weathers, that a valuation of \$35,000 per mile be placed on the main line of the Central Pacific Railway in Nevada.

Governor Oddie—You have heard the motion; are you ready for the question?

Mr. Miles—Mr. Chairman, I would like to understand if this motion is meant to include rolling stock, or any other property?

Mr. McTerney—I will state, Mr. Chairman, it includes the track and right of way only, as it has always been assessed.

Governor Oddie—The same as last year?

Mr. Shaughnessy—The same as last year.

Upon the question being put the roll was called, and the motion carried unanimously.

Central Pacific Railway Company Sidetracks:

Governor Oddie—The next is on the sidetracks.

Mr. McTerney—I move that a valuation of \$6,000 a mile be placed on the sidetracks.

Mr. Lemaire—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any further remarks?

Mr. Shaughnessy—Would it be well to designate that as sidetrack or second track?

Mr. McTerney—That goes in as sidetrack.

Mr. Shaughnessy—It does, yes. It is properly designated as second track. The designation "sidetrack" would cover the second track, that portion of the double track, you know. There are portions of double track being constructed by the Central Pacific throughout Nevada, and the \$6,000 a mile would be applicable to that second track.

Governor Oddie—You think that would be a fair valuation for the second track?

Mr. Shaughnessy—Yes, I do, Governor, at this time, in view of all the conditions.

Mr. McTerney—I understand that included the second track. Last year what double track they had was included in the sidetrack.

Governor Oddie—It was not stated in the motion last year.

Mr. McTerney—It simply was as sidetrack.

Governor Oddie—Had they gotten into the State last year?

Mr. McTerney—I think so.

Governor Oddie—It is simply a question of getting it right. Should the motion read "including second track"?

Mr. Shaughnessy—If all the Assessors understand it, it is all right.

Governor Oddie—The Assessors all understand that the sidetrack includes second track?

Mr. Pohe—Mr. Chairman, how many miles of second track or double track have they over last year?

Mr. Shaughnessy—Can you give those figures, Mr. Cowden?

Mr. Cowden—No, I cannot. There is some track under construction. When we turn in our next assessment, we will find out how much that is from the engineering department.

Mr. Ingalls—My understanding is it is being constructed; they are working on the double tracks now.

Mr. Shaughnessy—Yes, that is true. In view of the fact that it is under construction, it is not fully reported to the Commission either, and we have no accurate information as to the amount of second track now in operation. There are little stretches here and there that are being operated, a few miles here and a few miles there, on the line between Reno and Ogden.

Mr. Pohe—With the intention of connecting them?

Mr. Shaughnessy—Yes, the intention is to completely double-track the line within the next two years.

Mr. Pohe—I thought they had some sections double-tracked and intended to stop at that?

Mr. Shaughnessy—No, the intention is to double-track the line completely between San Francisco and Omaha, and they are working at various points to accomplish that.

Governor Oddie—Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Mr. Pohe—Just a word. Can the Railroad Commission give us that double track, or that part included in the sidetracks, before the next tax statement?

Mr. Shaughnessy—Yes, we will be very glad to do that for you.

Nevada and California Railway Company (broad-gage):

Governor Oddie—The next is the Nevada and California, broad-gage. I will ask Mr. Shaughnessy to make a statement, with the permission of the board.

Mr. Shaughnessy—I have already given you the operating details on the Nevada and California, and I have recommended that you place the same valuation per mile that you did last year, which, I think, was \$14,000 a mile, main track, and \$3,200 a mile sidetracks.

Mr. Grutt—I move that a valuation of \$14,000 per mile be placed on the broad-gage main line of the Nevada and California Railway in Nevada.

Mr. Bartine—Just one word before you take the vote. I want to say, putting the matter before the Assessors that way, there is no issue between myself and my associate at all. It was merely grouping the two that I objected to, and I wanted to make it clear how I felt.

Mr. Malley—I second the motion.

Governor Oddie—Are there any remarks?

Mr. Pohe—Mr. Chairman, I would like to know what the net earnings of the Nevada and California Company were for 1912 and 1911?

Mr. Shaughnessy—There has been a falling off on the Nevada and California earnings during the past year Mr. Pohe. I have not the net earnings with me at this time; I can secure them for you, however, but I can give you an idea by referring to the gross earnings. The gross earnings for the year 1911 of the Nevada and California Railway were \$636,700. The gross earnings for 1912 were \$578,495.07, or a decrease of \$58,204.93.

Mr. Bartine—While the expenses would remain very much the same, would they not?

Mr. Shaughnessy—The expenses would be practically the same; I should think they would; and there perhaps would be a substantial falling off in net earnings.

Governor Oddie—Mr. Cowden, would you like to make any further remarks about that?

Mr. Cowden—I think the ground, Mr. Chairman, has been pretty well covered. The gross receipts on that road for the last year were about \$578,000; the year before they were \$636,000, in round numbers, and the decrease is about \$58,000. That represents on the basis of the assessment made last year, a tax paid of \$69,970, 12.9 per cent of the gross receipts on that particular road. The assessment on the road was increased last year \$98,772, and the tax increased \$1,600. There is the increased assessment, not put on by the board, as I remember it, but an increase in the rolling stock and personal property—that increase there was really my own fault, as far as that part of it was concerned; in other words, the valuation on the track—the valuation on the rolling stock, is sometimes disproportionate. I think the conditions concerning the general situation on the Nevada and California are similar to those on the Central Pacific main line, and for that reason I don't think the assessment should be increased.

Governor Oddie—Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Nevada and California Railway Sidetracks:

Governor Oddie—The next is the sidetracks of the Nevada and California Railway.

Mr. Grutt—I move that a valuation of \$3,200 a mile be placed on the sidetracks of the broad-gage of the Nevada and California Railway in Nevada.

Mr. Malley—I second the motion.

Governor Oddie—You have heard the motion. Are there any remarks?

Upon roll-call the motion carried unanimously.

Nevada and California (narrow-gage):

Governor Oddie—The next is the Nevada and California Railway, narrow-gage.

Mr. Grutt—I make a motion that a valuation of \$2,800 per mile be placed on the narrow-gage main line of the Nevada and California Railway in Nevada.

Mr. Pohe—I second the motion.

Governor—Are there any remarks?

Mr. Cowden—I think that is covered in the general subject, Governor. There is a total assessment there that is arrived at by placing a certain valuation on the main track and a certain valuation of the sidetracks; and if the valuation is to remain the same, as I trust it will, I think the same valuation should be placed on main and sidetracks as you did last year—I believe that is last year's figure.

Governor Oddie—Yes. Are you ready for the question. I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Nevada and California (narrow-gage) Sidetracks:

Governor Oddie—The next is the sidetracks of same.

Mr. Grutt—I make a motion that a valuation of \$800 per mile be placed on the sidetracks of the narrow-gage main line of the Nevada and California Railway Company.

Mr. Pohe—I second the motion.

Governor Oddie—Are you ready for the question? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Hazen and Fallon Railroad:

Governor Oddie—The next is the Hazen and Fallon Railroad. We might save time if the main and sidetracks were included in one motion. I think we did it last year.

Mr. Sitton—I would like to ask Mr. Shaughnessy if he has any report on this line? Does it go in with the Nevada and California Railway?

Mr. Shaughnessy—It goes in with the Nevada and California Railway, and the earnings are included therein. I have nothing segregated as to that branch, Mr. Sitton.

Governor Oddie—Is there anything you can say on that, Mr. Shaughnessy?

Mr. Shaughnessy—The assessed value of that branch is \$8,000 a mile.

Governor Oddie—And what are the sidetracks?

Mr. Shaughnessy—One thousand. Of course considering that by itself, it is a little bit low; but when the property is treated as a whole,

as has been done, I don't know but what it is just and equitable. Some apportionment of the assessments might have been made that would distribute it more accurately, but not more in line with the necessities of the counties served by the Central Pacific Company. Mineral County, and other southern counties served by the Nevada and California, need that revenue, based upon an assessment of \$14,000 a mile, and need it very badly. If there is an equalization made of other property values in other sections of the State, it would be necessary to reduce the valuation to some extent on the Nevada and California main line, which serves Lyon, Mineral, and Esmeralda Counties. I think you have a very fair proportion of the value of that branch for assessment purposes, and that the board can well afford to adopt the valuations that were put on last year.

Governor Oddie—Mr. Cowden, would you like to say anything on that?

Mr. Cowden—My remarks went to the road as a whole. I have no data as to that separate branch; I don't know myself how much business it does as compared with the rest of the road, whether that is properly a proportion of the other properties. I know about what the general total is on all the properties, but as far as that particular branch is concerned, I am not familiar with the details of its operation.

Governor Oddie—We are ready for a motion, gentlemen, on this line.

Mr. Sitton—Mr. Chairman, I move that a valuation of \$9,000 per mile be placed on the main line of the Hazen-Fallon branch.

Mr. Leonard—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any further remarks?

Mr. Miles—I understand this is a raise of \$1,000 on last year's valuation?

Mr. Shaughnessy—That is correct.

Mr. Ingalls—How many miles are there of that road?

Mr. Sitton—Fifteen.

Governor Oddie—You have heard the motion, gentlemen. Are there any further remarks? If not, I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Hazen and Fallon Railroad Sidetracks:

Governor Oddie—The next is the Hazen and Fallon, sidetracks of same.

Mr. Sitton—Mr. Chairman, I move that the sidetracks of the Hazen and Fallon branch be placed at \$1,000 per mile.

Mr. Lemaire—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Tonopah and Goldfield Railroad Company:

Governor Oddie—The next is the Tonopah and Goldfield Railroad Company. I will ask Mr. Shaughnessy, with the permission of the board, to give us some figures on that.

Mr. Shaughnessy—The Tonopah and Goldfield mileage operated in Nevada, as rendered for the purposes of taxation, is 96.78 miles. The gross earnings for the year 1911 were \$788,976.05; for 1912, \$760,442.34.

a decrease of \$28,533 in gross earnings. The net earnings for the year 1911 were \$228,041.74; for 1912 they were \$299,772.06, or an increase of \$71,730.32 in net earnings. The taxes paid in 1911 were \$27,662.25; in 1912, \$28,420.77. The ratio of taxes paid for 1912 to gross earnings is 3.95 per cent. These taxes may show some increase; I am unable to say about that, for the reason, as before explained, this covers the assessment made by the board in 1911, in large part; and Mr. Brown may be able to show some increase in taxes paid for the actual period. A 4 per cent of gross earnings tax on the basis of earnings for 1912, would be \$30,417.69. Upon the estimated cost of reproduction of the road and equipment, I believe that it would be about \$25,000 a mile. The assessed valuation per mile of main track is \$10,000 a mile, as levied last year by this board; sidetracks, \$2,500 a mile; the ratio of assessed to the physical property value on the reproduction basis is 40 per cent, and when sidetracks and equipment are included therein, the total amount of property rendered for taxation would perhaps bring it up pretty close to 50 per cent.

The Tonopah and Goldfield Railroad is at this time showing excellent operating efficiency. For the year which closed June 30, 1912, their ratio of operating expenses to earnings was substantially 60.5 per cent, as compared to a ratio of over 70 per cent the year previous. That of course shows the increase in the net earnings; it shows an increase in the operating efficiency; and while the gross earnings, as reported above, are less this year than last, the net earnings are in fact greater by \$71,730.32.

The Nevada and California Railway is assessed on the basis of \$14,000 per mile, and the Nevada Northern on the basis of \$17,500 a mile main track, and both of these companies at \$3,200 per mile on sidetrack. These two lines compare favorably with the Tonopah and Goldfield in the matter of their physical valuation, and both are paying very substantially in excess of the 4 per cent of gross earnings basis of valuation.

Governor Oddie—Both of which?

Mr. Shaughnessy—Both the Nevada Northern and the Nevada and California. The Nevada and California is paying about 12 per cent on gross earnings, and the Nevada Northern about 6 per cent.

Governor Oddie—If you estimate those three on the basis of a physical valuation, how do they compare?

Mr. Shaughnessy—On the basis of physical valuation of the Nevada and California, which is about \$30,000 a mile; and they are assessed at \$17,000 a mile for main track, sidetrack and equipment, the ratio of assessed value to the physical value would be 56 per cent. Now I am unable to say just what the total amount of property rendered by the Tonopah and Goldfield is, but I should judge it would approximate 45 per cent; and there might be room for some increase in the per mile of line valuation by this board.

In view of the fine financial condition of the company, I don't think a main track valuation of \$12,000 per mile would be any too great.

Governor Oddie—With the permission of the board, I will ask Mr. Brown to make a statement.

Mr. Brown—Mr. Chairman, and gentlemen of the board: The assessed valuation in 1911 was \$10,000 a mile, and in 1912, \$10,000 a mile. The general situation now is about the same as it was when I

presented it to you a year ago. In some respects the condition is better than it was then; in some other respects the condition is worse. I have a statement here that I showed to Mr. Ingalls and Mr. Malley and Mr. Grutt, summarizing the situation. It shows our gross revenues, as stated by Mr. Shaughnessy. During the last year our total business fell off \$28,000. Now it would have fallen off a considerable amount above that if it had not been for the fact that we enjoyed the Belmont ore for a longer period than we contemplated. I reported to you a year ago that the construction of the Belmont mill would deprive us of the hauling of that big tonnage to Millers; but the Belmont mill was delayed in its final completion, and did not commence operation until July, 1911; so we had the Belmont haul through our last fiscal year, and under that condition our total revenues fell off only \$28,000. If we had not had that haul, our revenues would have fallen off considerably more.

I have here the figures showing our whole business for the first four months of the present fiscal year. During those four months we did not have the Belmont ore, and the decrease in business, which has characterized our road every year since it was constructed, is still going on; and during these last four months our total business fell off \$31,000, and if it should continue during the fiscal year, it would be a falling off of \$93,000 in our business for the present fiscal year.

Now, just to show you that in our territory railroad traffic is continually shrinking, it is drawing up, there is no check or no turn for the better, I want to put before you a few figures. In 1907, which was the boom year, our whole business was \$2,300,000—that was the boom year, boom conditions. The next year, 1908, it fell down to \$1,900,000; the next year it fell down to \$900,000; the next year to \$792,000; and the next year, 1911, to \$788,000, and in 1912 to \$760,000. And I have already given you the figures for the first four months of the present fiscal year, showing that it is falling off this year at the rate of \$31,000 for four months, which, if continued, would be \$93,000 for the whole year.

Most of the matters that I presented to you a year ago have since been fulfilled, with one or two exceptions. I told you a year ago that our only concern was to keep out of the red ink, that we didn't have any expectation of getting any return for our stockholders; but during this last year we declared a dividend. Now I am going to tell you how that dividend arose; and Mr. Shaughnessy has already laid the foundation for it, for he indicated where the figures came from. It is right here. The operating expense of 1911 was \$1,260,000; our operating expense for 1912 was \$460,000. In other words, there is a saving of \$1,264,000.07. That represents retrenchment; it represents rigid economy. Now our last fiscal year was ushered in with the controversy in the Federal Court with the Railroad Commission; it was a fight over the Verdi lumber rate. The Railroad Commission chopped down our rates on lumber, particularly on mining timbers, and we contested it; and at that lawsuit put in evidence all our books, opened up the whole history of that revenue, and from first to last in that controversy Judge Bartine and Mr. Shaughnessy urged upon the court that we were operating at too high a cost, and insisted that we had to economize and retrench. Well, we have been doing it, and we have cut our operating expenses right down to the bone. We have cut down as far as we can

go without touching wages, and without impairing the service. And during that fiscal year, in that way, although our whole business fell off \$28,000, still we saved by economy a little over \$100,000. And that is where the dividend came from. In the face of present and continuous shrinkage in our whole business, and in view of the fact that there is no further room for economy and retrenchment, I see no future prospect for a dividend. Still I don't want to make that as a prophecy, because I made the same prophecy a year ago, and we cannot come back here and take it back.

A railroad company in a mining community operates under conditions not fixed and static and consistent; they fluctuate. Still there is a condition here, the main condition surrounding us, that does not fluctuate, but seems to be constant, and that is the continuous shrinkage of our business.

I ask you to take that fact into consideration in fixing our assessment. This very sheet of paper I hold is a copy of a sheet I handed to all of you a year ago, and it is taken from the testimony in the lumber-rate case, and shows the actual physical valuation of our tracks at \$9,600. Mr. Shaughnessy has stated that the cost of reproduction of our line would be about \$25,000 a mile. It only cost us \$15,000 a mile to build it, and that \$15,000 cost was back in 1905 and 1906, when the cost of construction was much higher than it would be now. And taking what would now be the cost of reproduction, and considering our road is now six or seven years old with the attendant depreciation, I believe it is fair to assume that as these were the sworn figures in the Federal Court, the present actual physical valuation is \$9,600.

Now the dividend of the past year was \$85,000. We declared a dividend of \$85,000 out of \$100,000 saving; and I don't believe that dividend is a sufficiently high percentage to raise the actual valuation of the track over and above \$10,000. In other words, I believe that under the facts, and the application of the law, if you were inquiring into the question of what is the value—cash value, I am talking now about our statutory definition of cash value—if you were asking the question, what is the value, cash value, of this trackage, I believe that the value, cash value, would be \$10,000 and I believe in your past assessments you have assessed within the law at a hundred per cent.

Now there is one other feature, I don't know that you will attach much importance to it, but it throws a fear into our hearts; it is the survey of the line from Palisade, down through the Smoky Valley, and across our line, and to connect on through to Southern California. Some of you Assessors know that surveying parties have been in the field. I don't know that it is improper for me to refer to it here, because it is public news. Now that survey line crosses our line about 34 miles south of Mina, and without my elaborating that, you can readily see what that will do to us. Now your answer to that proposition probably is, well, that line has not been constructed, and may never be constructed. It is true that it has not been constructed; it may also be true that it never will be constructed, but great corporate enterprises do not spend a considerable sum of money, necessary to make a survey, unless they have a serious purpose. And it is my guess—I hazard the opinion—that that line will be constructed. You can readily see the great tactical advantage of constructing that line, a short line route to Southern California. The citrus haul now goes up over the Sierra

Nevada mountains; with a short line route from Southern California, that haul would be abolished. Now you can see what that connection of the main line on the north, crossing our little hundred-mile track pretty nearly in the middle, would do to us—it would just about leave us in the junk heap. I submit to you as a business proposition, if we gentlemen here constituted a syndicate, which considered buying the T. & G. line tomorrow, that survey would affect the actual cash value of the T. & G. line. We would pay less for the T. & G. road with that survey line in existence than if it were not in existence.

There are few other points here, I don't know whether it is necessary to refer to them or not. That states our situation in general. Our line was built as an ore-hauling railroad; the men who built it expected to make their money in that way—hauling ore. The ore traffic has pretty much dried up, there are now five mills operating in Tonopah, the Belmont, the Montana, the West End, the Tonopah Extension and the Midway.

Mr. Malley—There are six mills.

Mr. Brown—Six mills. Now Tonopah of course is a prosperous community. We all know that. I like to say it is the best town in the State, I say it because I live there, and because I believe that is the fact; and that prosperity is the ore prosperity entirely; there is not another thing in the world to constitute prosperity in Tonopah, except the reduction of ore; and if our line hauled that product out to Millers or out to Mina, where we connect with the other line, and if we enjoyed that traffic, if we enjoyed the Tonopah product, we would be way up, but we don't. What was intended as an ore-hauling road is now a little commercial line, which supplies the people of Manhattan, Tonopah and Goldfield with their local necessities. There is enough general prosperity in Tonopah to keep us alive; if it were not for that we would not live; and that prosperity, such as it is, and that commercial business, such as it is, keeps us in the condition we are in today; and we hope it is going to be better.

I submit under all these conditions, as you can see, our line is operating under hazardous conditions; our traffic is gradually shrinking, and what the year may have in store for us we cannot definitely figure or contemplate. Seemingly, the very definite proposition this year will show a big shrinkage in our general business, just as every year has done for some time.

In view of all the conditions, I came here to present a request to you that you reduce our assessment to \$9,000 a mile; but I have listened to the statements made by the various representatives of the different companies; and I have also been impressed by my conferences with Mr. Malley and Mr. Grutt and Mr. Ingalls. I know what Mr. Ingalls is up against in Esmeralda County; I realize the situation of our railroad. He told me there wasn't a ghost of a chance for him to make a reduction; if he could, he would; but under the conditions he cannot; and under the conditions I am not going to ask it; and I submit to the board that they permit our assessment to rest where it is at this time.

Mr. Bartine—Before you sit down, Mr. Brown, permit me to ask you a question or two. Don't you remember that at the time of the trial of the lumber case, of which you have spoken, we all agreed, and proceeded to the trial of that case, and argued it on the basis of Mr. Catter-

mole's figures, which showed the reproduction value of the road was about \$2,000,000, or about \$20,000 a mile?

Mr. Brown—That was the whole property, Judge, everything; it included the rolling stock, buildings, lands, shops—everything.

Mr. Bartine—It included the whole thing?

Mr. Brown—Yes, the whole thing.

Mr. Bartine—Do you know what percentage of the whole the rolling stock and shops were?

Mr. Brown—No, I do not. I remember your apportionment of it.

Mr. Bartine—I don't either; but I asked the question because the figures did not conform to my recollection, as you gave them here. I have not in mind that \$9,600 a mile. If you say it was, of course I will not dispute you, but I don't recollect it.

Mr. Brown—My recollection is that you took the position that \$1,900,000 would be ample for all purposes.

Mr. Bartine—I said a little below two million, because in your figures you included that portion of the road which you leased from Tonopah Junction to Mina.

Mr. Brown—That is correct.

Mr. Bartine—And inasmuch as you were playing a lease for it. I didn't think it was right for you also to include it in your capitalization. That is all.

Mr. Whitehead—Mr. Brown, were the figures you gave \$96,000?

Mr. Brown—It is \$9,600 plus. All the figures I have used here are round numbers per mile. Mr. Cattermole's figure is 96.8 miles, at \$9,647.26 per mile.

Mr. Whitehead—Ninety-six miles and \$9,000 per mile, approximately?

Mr. Brown—Approximately \$9,600; that is the present actual value.

Mr. Whitehead—I am not quite straight on that yet. I understood in the argument that the total value of your hundred miles was approximately \$96,000.

Mr. Bartine—Oh, no.

Mr. Whitehead—I thought maybe I might be mistaken.

Mr. Shaughnessy—He said the property, at its present value, would be worth \$9,600 per mile.

Mr. Brown—We were figuring roundly on a hundred miles—that is the total track at a hundred miles, and at \$10,000 per mile; that would make a total of a million, in round numbers. That is the figure we used in the Federal Court for figuring the actual value of the track.

Governor Oddie—Are there any further remarks? Mr. Shaughnessy, have you anything further to say?

Mr. Shaughnessy—I have been checking the Controller's report since Mr. Brown has been talking, and I notice that the mileage on which the property is assessed and taxed is reported as 96.78 miles; that the total property value returned for assessment is \$1,175,837.95, of which the main track comprises \$967,800; and there is something over \$208,000 assessed against sidetracks and equipment. The reproduction figure of \$25,000 a mile may be a little bit too high, but it covers the entire property—main track, sidetracks, rolling stock and equipment.

In view of the showing that was made in court, as referred to by Judge Brown, at which time they put in a valuation of approximately \$2,000,000 on the property, or an average of \$20,000 a mile, and it is

always fair to assume that a railroad company will put their property values at the maximum that can be sustained in a rate case, it is evident that \$25,000 a mile is too high. The ratio of the present assessed value to the physical valuation of \$20,000 a mile is substantially 65 per cent; and if the board desires to stand on that, it is perhaps about as far as you can go in the valuation of that property. I make this corrected statement in justice to Mr. Brown.

Governor Oddie—Are there any further remarks?

Mr. Ingalls—Mr. Chairman, I make the motion that a valuation of \$10,000 a mile be placed on the main line of the Tonopah and Goldfield Railroad.

Mr. Hayes—I second the motion.

Governor Oddie—You have heard the motion gentlemen; are there any further remarks?

Mr. Miles—We have passed upon several items of railroads here today, which have been losing for the year 1912 below the year 1911, and we have placed valuations about the same as last year, and the State is now calling for revenue, and we want to know where it is coming from, how it is coming, and why it is coming; and I think that these items of property that are increasing in their net earnings, and are paying dividends of \$80,000 a year, are the properties that we should look to for the increase in our valuations. I want to say to this board you will find nowhere in this State ranch property, that is talked of all over this State, that is paying \$80,000 dividends on the same valuation; and for that reason, I move to amend the original motion by placing a valuation on this road of \$12,000 a mile.

Mr. Whitehead—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks?

Mr. Ingalls—Mr. Chairman, of course it has been very well explained by Mr. Brown, and I know these things to be facts. I live out there, and this road is in my county. If I thought it justified a valuation of \$12,000 a mile or \$20,000 a mile, I would certainly stand for it, if the road would justify it; but I don't think this road will justify such a valuation under existing conditions this year. I remember a year ago they asked a reduction of \$3,000 a mile; they placed this road at \$7,000, and the prospects didn't look very bright, and we assessed it at \$10,000 a mile. I don't see now where they are going to get off to pay any more than that; if I did, I would certainly stand for the raise, and be anxious for the increase in the valuation. But I know the conditions, and I don't see, and cannot foresee, how they are going to increase their business. If they could get the business this year they had last year, and could get the revenue this year, if I could see where it would come in, I would certainly be anxious to increase the valuation; but under existing circumstances, I don't see how it would be fair to vote a raise from last year on this road.

Mr. Whitehead—Mr. Chairman, the same talk might be made with regard to any property. The conditions might change, and they might not; but we cannot assess a property on the basis of what will be. And even if the surveys should go through, and a new road built, it will not be built this year, and hurt that road. And in view of the fact that the representative of the road came here and asked for a reduction from \$10,000 to \$7,000, feeling that they were not in condition to be assessed

as high as they were a year before, and in connection with that we find that they can pay an \$85,000 dividend; now if there were conditions existing then that would allow them to pay \$85,000 in dividends, and they wanted to be reduced \$3,000 a mile, may there not be conditions existing now to justify us in saying we had them too low last year, in view of the fact that they paid \$85,000 in dividends, when they said they could not afford to stand where they were before, but should be reduced? And as they are one of the dividend-paying properties, and one of the kind that for present purposes are worth more than those that are not. I think that a \$12,000 a mile valuation is very fair.

Governor Oddie—Are there any further remarks?

Mr. Sitton—Question.

Governor Oddie—The question now is on the amendment to the original motion. The original motion was to place the valuation at \$10,000 a mile, and the amendment making it \$12,000. I will ask the Clerk to call the roll on the amendment.

Upon roll-call the following vote was had:

Yeas—Messrs. Whitehead, Arrild, and Miles.

Nays—Messrs. Sitton, Weathers, Ingalls, McTerney, Leonard, Lemaire, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, and Hayes.

Governor Oddie—The amendment is lost. Now the question is on the original motion. I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Tonopah and Goldfield Railroad Sidetracks

Governor Oddie—The next is the sidetracks.

Mr. Ingalls—Mr. Chairman, I make a motion that a valuation be placed on the sidetracks the same as last year, of \$2,500 per mile.

Mr. Weathers—I second the motion.

Governor Oddie—It has been moved and seconded that a valuation of \$2,500 a mile be placed on the sidetracks of the Tonopah and Goldfield Railroad. Are you ready for the question? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Mr. McTerney—I move we adjourn until tomorrow morning at 11 o'clock.

Mr. Leonard—I second the motion.

Upon the question being put the motion carried unanimously.

Accordingly the board took a recess until 11 a. m., January 16, 1913.

FOURTH DAY

The board resumed its session, pursuant to recess, on Thursday, January 16, 1913, at 11 a. m.

Governor Oddie—I ask that the meeting come to order, and the Clerk will call the roll.

Upon roll-call all members of the State Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

NEVADA NORTHERN RAILWAY COMPANY:

Governor Oddie—The first order of business is the Nevada Northern Railway and its sidetracks. With the permission of the board, I will ask Mr. Shaughnessy to make a statement regarding this road.

Mr. Shaughnessy—The mileage operated for the year is 165.8. The gross earnings for 1912 were \$1,509,862. The net earnings for the same period, \$799,200; and the taxes paid as of June 30, 1912, were \$62,505.10, as against \$43,523 paid the year before. The ratio of taxes paid in 1912 to gross earnings is 4.53 per cent. The assessed valuation per mile of main track as levied by this board last year is \$17,500 a mile; and on sidetracks, \$3,200 per mile. In view of the financial and the operating efficiency shown by this company, I think this is a fair assessment, and that it might be made the same as last year. There is a representative of the company present, Mr. Chandler.

Governor Oddie—With the permission of the board, I will ask Mr. Chandler to make a statement.

Mr. Chandler—Mr. Chairman, and members of the Board of Assessors: I was so carried away by the enthusiasm which followed my remarks last year, that I don't dare this year to talk as well as I can.

Mr. Bartine—Experience is a great teacher.

Mr. Chandler—It is very seldom that what might be termed a dirt road, built to a single mine, has the honor of being taxed for the munificent sum of \$17,500 per mile. But we have found, like a good many other honors, this honor costs something; and, in the words of the political platform builder, "We point with pride to the honor, but we deprecate the cost."

In my remarks last year I tried to show that our assessment was too high by any scientific system that had been proposed, either the system of 4 per cent of the gross earnings, or a capitalization of the net income on the basis of the cost of reproduction. All I said then is, I think, still true, and I shall not repeat it. We are the only road in the State which is valued for taxation purposes, not only for more than 4 per cent of the gross earnings, but also at more than 100 per cent of the total cost of the road, of the tracks, right of way, machine shops, rolling stock, and everything that we own. Mr. Shaughnessy's figures show that total cost, I believe, to be about \$16,000. We are taxed, according to the figures of the Railway Commission, 104 per cent of that total cost. The cost of reproducing the road would be under \$10,000 and we are taxed on a valuation of more than 175 per cent of the cost of reproducing the road.

Of course the only argument that I did not meet last year is the fact that you need the money; and the only answer I have to that argument

is, that the statute of Nevada says that the assessment shall be fixed with reference to the cash value of the property, and not with reference to the fact that you need the money. Under these circumstances I feel that we are assessed too high, and that we ought to be reduced. I know this board intends to be fair; it is true that you have some difficulty in determining what is fair, as any one would have, but I know that each member exercises his best judgment on these subjects, and therefore I am not going to make any specific suggestions, but will leave the matter to your own best judgment, and to your sense of justice.

Governor Oddie—Gentlemen, we are open for suggestions and remarks.

Mr. Miles—Mr. Chairman, as has been stated here quite often, it is difficult to arrive at the correct valuations of these properties. We have figured upon the basis of gross earnings; we have figured upon the basis of net earnings; we have figured upon the basis of cost, and everything else that can be thought of; and the only thing I see that we can do is to arrive at the value from the existing circumstances. And I want to say that the Nevada Northern Railroad is the only one, with the exception of one small line, I presume, at Goldfield, which has a net income greater than the total operating expenses. It is certainly a flattering report for the Nevada Northern, and that other little road. The Nevada Northern Railroad shows nearly as much net income for the year 1912 as the big line, the Southern Pacific. It shows an increase over 1911, while the Central Pacific, and roads connected with it, shows a decrease in that respect. Now it may look to the board, it may look to the people, that the Nevada Northern Railroad is assessed high, and it would be assessed high on a basis of cost only, but there are other things to take into consideration. It was assessed last year for \$17,500, and shown by the Railroad Commission's report to be greater than its cost. I believe under these circumstances that \$17,500 a mile is a fair valuation, and while some of this board may see fit to raise that valuation, I believe that we should let it stand at \$17,500, though possibly some may see fit to reduce it.

In regard to the taxation of other properties in the State—other classes of property—we are guided principally by the conditions; and this road should be assessed under the same circumstances. I move that a valuation of \$17,500 a mile be placed upon the main line of the Nevada Northern Railway, including the ore line running from the switch east of East Ely to the Steptoe Valley Smelting and Mining Company's concentrator.

Mr. Lemaire—I second the motion.

Governor Oddie—Are there any further remarks?

Mr. Whitehead—Mr. Chairman, if it were not for the action of the board last night, and being turned down as I have, I would suggest a little raise, because of the fact that we have a good big howl for more money; and also the fact that we have some roads in this State that are not only paying their portion of the taxes, but a little more than their portion. Roads that are assessed perhaps on what we term the "junk basis," yet are not making enough net earnings to pay their taxes; they even have to dig the taxes up out of their pockets after they have paid out all their earnings; and it is very certain we will not get any raise on those roads; and I am still of the opinion I was last night, the road that we passed over should have been raised along with

this one, because the conditions in both of them are very flattering; and if we are going to get any raises anywhere, those are the properties we ought to touch.

Governor Oddie—Are there any further remarks?

Mr. Miles—Mr. Chairman, I don't know as I stated the name of the railroad correctly; I would like to have it correct. The Nevada Northern Railway, is it not?

Governor Oddie—Are you ready for the question?

Mr. Pohe—Mr. Chairman, I would like to say one thing in regard to Mr. Whitehead's remarks with regard to myself, as a member of this board, and my action on the Tonopah Railroad; I don't want him to put it down that I can't change my mind.

Governor Oddie—Are you ready for the question? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Nevada Northern Railway Sidetracks

Governor Oddie—The next is the sidetracks of same. They were \$3,200 last year, Mr. Shaughnessy?

Mr. Shaughnessy—Yes.

Mr. Miles—I would like to ask, if you have it handy, what was the valuation of the sidetracks last year?

Mr. Shaughnessy—For the sidetracks, \$3,200 a mile.

Mr. Miles—I move that the valuation on the sidetracks of the Nevada Northern Railway be placed at \$3,200 a mile.

Mr. Whitehead—I second the motion.

Governor Oddie—It has been moved and seconded that a valuation of \$3,200 per mile be placed on the sidetracks. Are you ready for the question? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Mr. Bartine—Mr. Chairman, and gentlemen: Just a word, I didn't have anything to say prior to the taking of the vote. Mr. Shaughnessy's figures covered the matter perfectly, and I agreed with him that it would be a just and proper thing to leave the assessment of this road at the figures placed upon it last year, notwithstanding the fact that it is a prosperous road; but there are two little circumstances that it is proper for me to bring to your attention, in order to emphasize the fact that you have done just about the right thing with respect to this road. First, there has been a very sharp and heavy cut into the business of the road during the last few months because of the strike at Ely, and that will manifest itself in the coming year's earnings. There is another thing, in which I think you will all perhaps feel interested. The Railroad Commission has recently taken up the matter of fares and freights upon the Nevada Northern Railway, and we have made an order reducing fares and freights upon that road to such an extent that it will amount to a reduction and saving to the patrons of the road of \$65,000 a year, basing the percentage of reduction upon last year's earnings. We have made this order with respect to this road, and the road is obeying it without driving us to the necessity of going into court to enforce the order, and I think it reflects credit upon the road and its management. Notwithstanding all of these things, I think your action of placing the valuation at \$17,500 is right, because the property is fairly worth that much. It is not a question of what it cost to build

it: but, as Mr. Miles said, you must take everything into consideration. A road is frequently worth a great deal more than it costs to build it, because the business amounts to a great deal.

Mr. Miles—Mr. Chairman, in addition to Judge Bartine's remarks, I would like to state it was talked around the county during the strike, and after the strike, that the Nevada Northern Railroad had made all kinds of money through shipping men out and shipping new ones back. No doubt they did make a lot of money in that one particular respect, but those people that told me those things possibly had another view of it when I explained my views. I answered them by saying that while the Nevada Northern Railroad had made money shipping men out and shipping others in, they had perhaps lost more in one day on the shipment of ore, than they had gained in all the passenger traffic. And I think the Nevada Northern Railroad, like every other piece of property, is entitled to due consideration; and I believe it has received proper consideration here.

Mr. Bartine—Mr. Miles took an argument out of my mouth that I would have made if the question had been raised. The railroad made some money on the transportation of passengers in and out, but they lost a very great deal in the transportation of ores, as Mr. Miles has said. In the aggregate their losses were heavy because of the strike.

Mr. Malley—The remarks of Mr. Whitehead have gotten on my nerves, when he stated he was inclined to raise them a little bit, if he wasn't turned down like he was last night. I think that all the majority of this board want is a little show to get at these big corporations, to give them a raise, and if I thought the T. & G. Railroad was entitled to a raise I would be the first to give it to them, although I have only got one mile of that road. Take, for instance, the rolling stock, the only way we can get at them to make them pay their just tax, is to raise the personal property and the rolling stock, or the rolling stock alone; they have got only five engines, and I hold them for more than any other Assessor. And I don't like the remark of Mr. Whitehead, when he said he would raise the road if he thought he wouldn't be turned down by the board.

Mr. Hayes—I object to remarks after a bill has once passed.

Mr. Ingalls—So far as the T. & G. Railroad is concerned, I didn't think about this yesterday, but I would much rather have that road continue—try and hold up the valuation; for instance, I would much rather have that road assessed at \$10,000 a mile this year and next year, than to have the valuation placed at \$12,000 this year, and drop down to \$8,000 next year; so we will have a basis to figure on. In my county we have tried to keep up the values for two years; as near as possible, I am trying to do it this year; and if it is possible to do so, I want to try to keep up the valuation to know what to figure on for two years.

SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD.

Governor Oddie—The next order of business will be the San Pedro, Los Angeles and Salt Lake Railroad, and sidetracks of same. Mr. Shaughnessy, I will ask you to give a statement of this road, with the permission of the board.

Mr. Shaughnessy—The mileage operated by the San Pedro, Los Angeles and Salt Lake Railroad for the entire system is 1,134.61 miles. The mileage operated in Nevada is as follows: Main line, Calada to

Uvada, 212.58 miles; Caliente to Pioche, branch line, 32.90 miles; from Moapa to St. Thomas, 21.60 miles, which is a new branch mileage that is available for assessment by the board at this time; it was put in operation beginning May 1, 1912, after the session of the board last year. The Nevada percentage of the total mileage is 23.55. The gross earnings made upon the Nevada mileage for 1912 were \$1,584,010.74. The taxes paid in Nevada for 1911, as reported by the tax agent, was \$80,000; but as reported to the Railroad Commission for the year ending June 30, 1911, it is \$67,404.

Mr. Waters—That was \$76,000, was it not, Mr. Shaughnessy, instead of \$67,000?

Mr. Shaughnessy—Yes, that is correct. It is \$76,065.21. I am unable to explain that discrepancy in the facts as reported; perhaps the tax agent can do so. The ratio of taxes paid to gross earnings, as reported to the Commission for the year 1912, is 4.82 per cent. The reproduction value of the road and equipment, main line, is \$40,000 per mile. This is arrived at by a comparison with the cost of what other properties have cost of like standard, and is not upon the basis of an actual physical valuation. The reproduction value for the branch-line mileage is, as I have figured it here, substantially \$15,000 a mile. The total reproductive value of the property on this basis would be \$9,308,000.

The total expenditures made by the road are very much greater than this, as they average about \$61,000 per mile, and approximate \$80,000 a mile on the main line, and very much less than that on the branch lines. The value of the main-track property rendered for assessment on the basis of 1911, was \$2,379,958; and the amount rendered for sidetracks and rolling stock was \$482,758. The ratio of the assessed to the reproduction value is 25½ per cent. The assessed valuation of the main line on the basis of \$20,000 a mile, would be \$4,240,000; and assuming that sidetracks and equipment are about the same as given above, there would be a total property value of \$4,722,758, or about 51 per cent of the physical or reproduction value of the property. I think that an assessment of \$20,000 a mile, main line, would be just and reasonable for this property, in order to get it up to the same ratio that we have been assessing other railroad property at in the State. The fact that this road is operated through counties that have very high tax rates is something that this board has no control over, and it seems to me to be the duty of the board in equalizing the value of all property, to try and place a uniform valuation on all property of the same class. The valuation on this basis of 51 per cent will be increased somewhat when the assessed value of the branch lines is included, and the total assessed value will probably be about 55 per cent of the full value. The assessment of the branch lines last year was made on an invoice valuation basis, because of the fact that the branch serving the mines at Pioche was shown not to be making any money whatever; it was really a question of service, and it was put in on the same basis as the Tonopah and Tidewater and the Las Vegas and Tonopah and assessed \$3,000 per mile. As to the new branch-line mileage between Moapa and St. Thomas, it is difficult at this time to arrive at a valuation; that is, arrive at a figure which would be fair as an assessed valuation for that property, as it is just beginning operations, and the Commission is not informed as to what the business of that line is at

this time. I think a fair valuation for the San Pedro, in view of the valuations you have placed upon other railroad property, would be \$20,000 a mile for the main line, and \$3,000 or \$3,200 a mile for side-tracks. Mr. Waters, the tax agent, is present.

Mr. Waters—Mr. Chairman, I heard some very gratifying news this morning in regard to the snowstorm and the heavy rainfall over California, and yet I have not heard any report from the Meadow Valley Wash; and I don't know whether I will receive any reports in time to do me any good or not; so I will have to submit the figures in lieu of the washout argument.

Mr. Shaughnessy has stated that we reported \$76,000 in round figures, as the taxes paid by our company, in our report for the year ending June 30, 1912. That is correct. Those taxes are taken from the accrued account; and I will state there is not a railroad I know of that is carrying from month to month the actual amount of taxes that is equal to the time that they are keeping their accounts for the month when they are making their entries. In December of each year an adjustment is made; we know then what our tax rate is; we know what our taxes are, and we make an adjustment of our accounts; and then we have the final account for the year in actual figures. I personally paid all of the taxes for the San Pedro Railroad in Nevada, and the other States, and I can state positively to the board here, that the amount of taxes that we paid for 1912 was \$88,960.65.

Mr. Shaughnessy—Now just explain that further. That will include the second installment that you will pay next June.

Mr. Waters—That is the actual tax we paid for the tax year 1912, which ended December 31, 1912.

Mr. Shaughnessy—That is the calendar year, then?

Mr. Waters—Of the calendar year, and the tax year for Nevada, if you please. In 1911 we paid \$80,634.45. Now by no combination can the actual taxes be fixed at \$76,000 for any period. Taking these figures and the earnings as Mr. Shaughnessy has given them for the State of Nevada, one million and a half, approximately, and we have paid into the State of Nevada 5.62 per cent of our gross earnings for taxes in 1912. And I submit we must take the 1912 taxes, for the reason that you are fixing the assessment for 1913 on the basis of last year's assessment; and we should go to the last year's taxes for a comparison of what the road should pay.

The mileage, as shown in Mr. Shaughnessy's report, where he figures the amount of taxes per mile, is given as 267 and some odd—it is on page 5—267.10 miles, for the mileage in Nevada. That includes the branch lines as well as the main line; and he gives the total taxes per mile, paid, as \$284.78. Now there were low assessments, comparatively, on the branch lines. The St. Thomas branch was assessed last year at \$1,000 per mile, and the Pioche branch at three. In using this total mileage, and applying, together with the San Pedro mileage, the total taxes, you will see necessarily it would draw down the taxes per mile. The actual taxes per mile on the main line, and I exclude the taxes paid on the branch lines, for Nevada, was \$401.22; in California it was \$227.26; in Utah we paid \$330; so you see we paid over \$70 more than we did in Utah, which was higher than California.

Now I submit, Mr. Shaughnessy, that the method of 4 per cent of the gross earnings tax is the fairest and most equitable method of arriv-

ing at the valuation of the road. This is not the last year that the road is to be assessed. It will be assessed next year, I presume, unless we have another washout; and at that time if our earnings are increased, we will naturally pay more taxes. We are laboring under peculiar conditions every way, and we are paying over 4 per cent rate now—over 5 per cent, and I will ask that our road be left where it is this year.

Mr. Whittemore—Mr. Chairman, I am not directly connected with the Salt Lake road; and my remarks will be more as an outside party, but also one who was identified with the road in its original organization and construction. I believe that it might be well just now to tell you something of the early history of that road, its struggles, and something of what it has done for the State of Nevada, in order that you may consider that in connection with the suggestion of Mr. Shaughnessy about this assessment.

When the Salt Lake road was contemplated, its construction, I made two trips by wagon down through that country, with a view of determining the route and securing a right-of-way; and we found nothing there but a howling wilderness, absolutely no development—practically none—one or two little towns, and that was all. The project of building that road was to reach California, and incidentally to develop the southern part of the State. At that time there was a law on the statute books of Nevada offering a bonus, which would practically exempt the road for ten years from taxation, the road that was built through Lincoln County—the first 200 miles of road. When that road was started and was under construction, a petition was started by the taxpayers to apply that law, but the men who were behind that project said, no, we will not ask any bonus from the people of Nevada, we will meet and bear our share of the burdens of taxation; so that for ten years, or practically ten years now, they have been paying their taxes, the same as any other property owner in the State. They have paid as much, if not more, in proportion to the value of their property and their earnings, than any other railroad or any other property owner; and in the face of misfortune and adversities, that would almost swamp anyone else.

Now the honorable Railroad Commissioner, in his fixing of taxes, and the basis on which he presents these matters, reminds me a great deal of a story that my grandfather used to tell of one Halloween, when the boys in mischief, changing gates and things of that kind, took down from over a turning shop a sign, and put it up over a lawyer's office, and the next morning over this door read "All sorts of turning done here." He presents to you in one way a basis of earnings, and then when that does not fit, he presents to you a basis of ad valorem; and now he is asking you to raise this assessment to \$20,000 a mile on a basis of ad valorem. The other doesn't seem to apply. And I want to say to you, gentlemen, in all fairness, that that sort of an assessment, under existing conditions, will be little less than an outrage, because you have just passed upon other assessments; you have left assessments of railroads here, where it is shown, and who have admitted that they are paying dividends; you have left assessments of railroads who admit that they are earning enormous profits; and today the San Pedro Railroad is not earning interest on its bonded indebtedness, and never has.

and probably it will be some time before it does. That road, and the people behind it, have poured millions and millions of dollars for the last ten years into that great enterprise, and up to today they never have received in return one dollar from their investment. So that I think the question of ad valorem, the question of reproduction value is not the fair one to apply. I think that you should consider this road on the same basis that you have considered some of these other roads—the Nevada and California, the Tonopah and Goldfield—some of those roads where you have left them where they are. And until this road gets in a position where it is at least paying interest on its investment, its assessment should be left on a fair and reasonable basis; and from the statement made by Mr. Waters it is shown that this 1912 tax is 5 per cent—over 5 per cent—of their gross earnings. Now that is a greater per centage of gross earnings than many of the roads that you have left the assessment where it is; so that in fairness to that road, I don't believe you should now switch to an entirely different basis, and disregard the condition of the earnings of that road as compared with others, and tax it double its assessment, and require it to pay over 10 per cent of its gross.

There is one other matter that I think it is but fair to call your attention to, and that is that the Salt Lake road never has received practically one dollar's benefit from the State of Nevada. Its entire business, its entire profits, are the result of business we do as carriers through this State. Nevada has no points upon this road where there is any considerable tonnage; it only has two or three small towns, the little town of Las Vegas, the town of Moapa, the little town of Caliente, representing its entire stations of any importance; and you know from your own experience that these little stations furnish practically nothing. The only business we do get out of this State is an ore haul out of Pioche and that country; and what is the road doing there? It is making a rate so low that it is enabling those people to handle some of the old dumps, and some of the very low grade fluxing ores to send on to the smelters at Salt Lake. So that should be taken into consideration when Nevada says I am going to levy a certain tribute on you. Nevada should consider, what do I give you in return? and up to now the only thing that Nevada has ever given the Salt Lake road in return is the privilege of building and operating its road over the southern part of the State. And you will find now as you go down through there a prosperous community, farming communities building up; and the road has built a little branch line down through Moapa Valley to enable those farmers to get out their products; and it has built a road into Pioche for the same purpose; it has been helping to develop the southern end of this State as nothing else has ever done, and no other people have ever done, and it looks to me as though you are not going to encourage other people to come in and do what Senator Clerk and his associates have been doing in Nevada, by taking any such action as is suggested to you by your honorable commissioner.

So I want you to take all those matters into consideration, and particularly do I want to impress upon you that we are asking no favors here; we are not coming pleading poverty, or anything of that kind; we are simply asking for fair and reasonable consideration, in view of all the other assessments you have placed upon other property.

Governor Oddie—Mr. Shaughnessy, I would like to ask you on behalf of the board, to clear up the inconsistency in the various statements in regard to the percentage of gross earnings.

Mr. Shaughnessy—Gentlemen, I want to say that this board has never adopted directly a 4 per cent basis in taxation, such as they have in California. The board has merely used a 4 per cent gross earnings basis as a method of measuring the fair value of the property, the fair physical value of the property, including the intangible, where there was intangible, in companies that would not on physical valuation bring a fair tax, such as express companies, and some of the railroad companies that have little value but large earnings. It has been used and placed before this board simply as a matter of evidence, in order to show you about what a reasonable valuation would be, all things considered. Following that evidence which has been placed before you, you have adopted a physical valuation assessment in every instance; there has been no assessment made here on a 4 per cent basis. Neither has there been adopted by the board other and varying methods of valuing railroad property.

Now speaking to Mr. Waters' remarks in regard to paying taxes for the last calendar and tax year of \$88,000, I find that this would be, according to his report—a copy of which he handed me—a total property value rendered last year for taxation upon which this \$88,000 was paid, \$3,307,168. Now this is only 35 per cent of the estimated cost of reproduction of the property within Nevada, as given in my former remarks, and which amounts to \$9,308,000.

In response to the remarks made by Mr. Whittemore, wherein he made a comparison upon a 4 per cent basis, and showed the San Pedro actually paid 5.6 per cent on their gross earnings, it might be well to direct your attention to what other companies are paying on that basis. The Bullfrog and Goldfield, 8 per cent of their gross earnings; L. V. & T., 10 per cent; Nevada and California, 12 per cent; V. & T., 7.85 per cent, as against the San Pedro's 5.6 per cent.

When we refer to the taxes paid per mile you will notice the San Pedro by comparison with some of the other properties is low; the amount they actually paid in taxes on the basis of that \$88,000 paid on a per mile basis, is \$325; by comparison the Nevada and California paid \$378; the V. & T., this little railroad running in and out of Carson City, paid \$350 a mile; and the Central Pacific, of course the biggest of them all, paid \$770 a mile last year in taxes.

Mr. Whittemore—What is the percentage of the Southern Pacific in proportion?

Mr. Shaughnessy—If I recall, 4.18 per cent. Is that the figure, Mr. Cowden?

Mr. Cowden—4.13 per cent.

Mr. Shaughnessy—Further considering the question, I showed you gentlemen when you had the Central Pacific under consideration, and the Nevada and California also under consideration, that those properties are assessed on the basis of 52.6 per cent of the cost of reproduction, new.

Governor Oddie—Let me ask you, Mr. Shaughnessy, on the basis of the value you recommended placing on this road for this year, what percentage would that be of the physical value?

Mr. Shaughnessy—On the basis of the figures recommended it would be about 55 per cent.

Governor Oddie—The percentage of the reproduction value?

Mr. Shaughnessy—Yes, that would be 55 per cent. And I submit, gentlemen, it is no more than fair to place upon the San Pedro a 50 or 55 per cent ad valorem, such as you have been placing on other railroad properties. The fact that local rates down there may be high is not a matter this board can take account of. This board is here for the purpose of valuing property on an equitable and uniform basis; and it seems to me that covers the situation completely.

Mr. Whitehead—Mr. Chairman, I would like to ask Mr. Shaughnessy if he knows what the average state and county rates are?

Mr. Shaughnessy—No, I could not say, because the Controller's report is not yet out, and it is difficult to say.

State Controller Eggers—It would not be in my report, anyway.

Mr. Shaughnessy—The only way we could do would be to get the total assessed property values, and the total revenues accruing, and then dividing the revenue by the value would give the average rate.

State Controller Eggers—I have no county rates in my office.

Mr. Shaughnessy—I understand, but I mean that it can be ascertained by taking the total assessed valuation of all property in the State, and the total revenue accruing therefrom, and dividing one by the other will give you the average tax rate applied for all purposes. Last year it was somewhere close to 2 per cent, approximately 2 per cent.

Governor Oddie—Are the rates in Clark and Lincoln Counties about the same as in the other counties?

Mr. Shaughnessy—The rate will perhaps average higher there. Mr. Waters shows an average tax rate paid by his company in Clark and Lincoln Counties of 2.65 per cent, or \$2.65 on the \$100 of value. That is the average rate, state and county, that was applied to the San Pedro property rendered for taxation.

Mr. Waters—Mr. Chairman, just one reply I wish to make to Mr. Shaughnessy's first argument, which I overlooked before. He called attention to the classification, that he said was an assessed classification in the different parts of the State. I wish to state it is not a question of classification; the assessment means nothing without you consider in concomity with it the tax rate and tax levy; and the first rule of taxation as laid down in the earliest history of it, is that every person shall pay such proportion of taxes as he is able to, according to his ability to pay. That is the first recognized rule; therefore it is what a man pays in taxes, and not the assessment that is to be taken into consideration.

Mr. Miles—Mr. Chairman, I would like to ask the Assessor of Lincoln County if the taxes have been levied?

Mr. Ronnow—No, sir.

Mr. Miles—Also the Assessor from Clark County?

Mr. Whitehead—No, not until the first Monday in March.

Mr. Miles—Mr. Chairman and gentlemen, I will say in all my experience the valuation or prospective valuation of properties throughout this State, has been a basis for the rate of taxation; and if this railroad is placed at a higher valuation, and also other properties corre-

spond, then there is no reason why the taxes could not be reduced. If it is placed at a less valuation, and other properties to correspond, it would be necessary, of course, to have a higher rate of taxation. Therefore, I cannot see what difference it makes to the railroad, except in regard to the state taxes.

Mr. Waters—Just to reply to Mr. Miles, I will state while our assessment was greatly increased last year, by virtue of the \$3,000 added, per mile, our taxes did not reduce materially, as theoretically they should do. We paid approximately \$89,000 more taxes last year for 1912, than we did for 1911, in spite of the increase in the assessment roll; so that the tax rate does not go down with the raise in the assessment.

Mr. Ronnow—Mr. Chairman, one reason for that is, I think, that patented mines were not assessed in our county last year, and also the year before there were a good many contracting parties in there rebuilding the line of the San Pedro Railroad, and these were taken out. This left a shortage in the personal property tax.

Mr. Miles—Mr. Chairman, in regard to the taxation of the San Pedro, Los Angeles and Salt Lake road running across the State, and greatly benefiting the State, I would like to ask if it is not a fact that the route that they adopted is not the most feasible route from Salt Lake City to the coast, and if it is not as great a benefit to the railroad as it is to the State?

Mr. Waters—Mr. Chairman, I will agree with Mr. Miles that the road is a very favorable road, probably the best and shortest route from Salt Lake City to Los Angeles, and we are trying to make it the most popular route for travel, but until we do, we ask for help from Nevada; and when we get all the people running down that way, and the Central Pacific up here is torn up, then we will stand for an increase in the assessment accordingly.

Governor Oddie—Are there any further remarks, gentlemen? We are ready for a motion.

Mr. Arrild—I have listened a good deal to this railroad talk, Mr. Chairman; and in fact I am not in a county where they have much railroad, but it seems to me on this road, talking principally of what they have done, we have the honorable Board of Railroad Commissioners here, Mr. Shaughnessy gave us the figures of what they are doing, and I should think that it would be proper for any one of the board that is familiar with the road to listen to Mr. Shaughnessy's report.

Mr. Ronnow—Mr. Chairman, in regard to this \$20,000 per mile suggested by Mr. Shaughnessy, which he said he thought would be a fair valuation; I wish to say that while a big raise in the railroad company's valuation would help me out considerably in my county in raising the other valuations, I think that \$20,000 per mile is way out of proportion to the other properties in that county. In view of that fact, I would move that we place a valuation for assessment purposes of \$17,000 per mile on the main line of the San Pedro, Los Angeles and Salt Lake Railroad in Nevada.

Mr. Lemaire—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

San Pedro, Los Angeles and Salt Lake Sidetracks

Governor Oddie—The next is the sidetracks of same.

Mr. Ronnow—Mr. Chairman, I move we place a valuation of \$3,200 on the sidetracks of the San Pedro, Los Angeles and Salt Lake Railroad in Nevada for assessment purposes.

Mr. Pohe—I second the motion.

Mr. Lemaire—I would like to ask if that is the same valuation as placed last year?

Mr. Ronnow—It is \$200 greater.

State Controller Eggers—You have put that in “for assessment purposes.” Leave that out, please; it might make trouble.

Mr. Ronnow—All right, I am a new member here, and am not familiar with it. I will leave it out.

Governor Oddie—Are you ready for the question? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Governor Oddie—The next is the Tonopah and Tidewater.

Mr. Pohe—I move we take a recess until 2 o'clock.

Mr. Weathers—I second the motion.

Upon the question being put the motion carried unanimously.

Accordingly at 12 o'clock, noon, the board took a recess until 2 o'clock p. m.

Afternoon Session

The board resumed its session, pursuant to recess, at 2 p. m.

Governor Oddie—Let the meeting come to order. I will ask the Clerk to call the roll.

Upon roll-call all members of the Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

TONOPAH AND TIDEWATER RAILROAD:

Governor Oddie—The next order of business is the Tonopah and Tidewater Railroad and sidetracks of same. With the permission of the board, I will ask Mr. Shaughnessy to give us some facts and figures for that company.

Mr. Shaughnessy—The Tonopah and Tidewater Railroad operates 180.85 miles for the entire system. The Nevada mileage is 36.25. The gross earnings of the system for the year ending June 30, 1912, were \$291,390.69; and the net earnings for the same period were \$94,061, or \$520 per mile. The gross earnings creditable to the Nevada mileage for the same period are \$33,538.83. Taxes paid in Nevada for the year 1911 were \$5,006, while for the year 1912 there was paid \$3,754, or a decrease of \$1,300. The ratio of taxes paid in 1912 to gross earnings is 11.19 per cent. The assessed value per mile of main track, levied by this board last year, was \$4,000; sidetracks, \$1,000 per mile. This is substantially an invoice valuation basis of the property; and it would seem that the valuation is just and fair, and should be replaced by the board at this time. Mr. Jenifer represents the company.

Governor Oddie—I will ask Mr. Jenifer to make some remarks.

Mr. Jenifer—Mr. Chairman and Gentlemen of the Board: There are a number of discrepancies between the figures Mr. Shaughnessy has given and mine; but mine are furnished by the auditor, and I presume the difference is occasioned by the different period that is

involved, so I won't bore you, or burden the minutes with a rehash of our figures. However, the T. and T. mileage in Nevada is only 28.46; and Mr. Shaughnessy has shown something over 36 miles. This is due to the fact that the T. and T. for operating purposes leased a portion of the B. and G. mileage, which I understand comes under the \$3,000 mile basis, under which the B. and G. is assessed.

Mr. Shaughnessy—Your auditing department reports 36.25 miles operated in Nevada.

Mr. Jenifer—Now I want to explain there are no earnings where we show a net for the T. and T., it is all in California, but a part of the line in Nevada is a continuation of the B. and G., and there is about one pump man and six section men on this part of the road; so you can readily appreciate there is very little traffic; and the only revenue that is attributable to that part of the system is a mileage prorate of the business that is handled through; and consequently, I don't think that the earnings for that part of the T. and T. could be shown any greater than the B. and G. mileage. Now the taxes we paid for the past year, according to our figures on the B. and G., were about \$89.94 per mile.

Mr. Bartine—What is the B. and G.?

Mr. Jenifer—That is the Bullfrog and Goldfield Railroad. The taxes paid on the T. and T. mileage in Nye County, based on 28.46 miles, is \$126.10. Now, we think, considering the fact that the T. and T. is located the same as the B. and G., and its earning capacity is no greater than the B. and G., that the valuation should be placed the same as the Bullfrog and Goldfield, which is \$3,000 per mile; and I would like to have the board consider giving us that figure of assessment valuation on the Tonopah and Tidewater.

Mr. Malley—Mr. Chairman, I think that 28 miles of railroad operated in Nevada is in Nye County, and I think what Mr. Jenifer has said is entitled to our consideration in many respects, and owing to the fact that the revenue derived in net earnings is due to the hauling of borax on the California line.

I don't think we could in fairness to ourselves take that into consideration in arriving at a fair valuation. The conditions in Nye County are such that we cannot afford to make a reduction at this time; and the conditions in Rhyolite district at this time; a year ago the assessed valuation in Rhyolite alone was \$1,500,000; today it is less than \$225,000. So we were compelled to raise all the property throughout Nye County; and in fairness to the small taxpayers, and others, I cannot see where I could concede a reduction at this time. So I make a motion that we place a valuation of \$4,000 per mile on the Tonopah and Tidewater Railroad.

Governor Oddie—Do you want to include the sidetracks in that motion?

Mr. Malley—It went in a separate motion last year.

Governor Oddie—You have heard the motion. Are there any further remarks?

Mr. Whitehead—Mr. Chairman, I would like to say a word. As I understand it, this road is a continuation, practically, of the B. and G., and is in practically the same shape; and I cannot see how we can make an assessment of \$4,000 a mile on one road and \$3,000 on another

almost exactly in the same circumstances. It seems to me there should be no difference made, if we regard uniformity as the basis of our figures; and I feel like offering an amendment to the motion, making the valuation \$3,000 per mile.

Governor Oddie—Do you make that as an amendment?

Mr. Whitehead—An amendment to the motion, making it \$3,000 instead of \$4,000.

Governor Oddie—Is there a second to that amendment?

Mr. Sitton—I second the amendment.

Governor Oddie—Are there any further remarks?

Mr. Miles—Mr. Chairman, taking the net earnings of the two roads into consideration, I would say that the difference as made last year would be quite fair this year. You will notice going over the net earnings of the road, that the Bullfrog and Goldfield road has but very little net earnings, while the other has several hundred.

Governor Oddie—Are there any further remarks?

Mr. Whitehead—I understand, Mr. Chairman, that those earnings are mostly accrued from California business, and from the system as a whole?

Mr. Shaughnessy—True.

Mr. Pohe—I would like to ask Mr. Whitehead, what road did you compare it with?

Mr. Shaughnessy—The Bullfrog and Goldfield.

Mr. Pohe—We have not passed on that yet.

Mr. Shaughnessy—The net earnings shown for the Tonopah and Tidewater are for the system as a whole, and accrue largely from the transportation of borax, which is owned by the same people who own the Tonopah and Tidewater. I think, however, for the purposes of taxation that the railroad should be considered as a whole, and not chopped up piecemeal, according to the portion of the mileage on which earnings are made. In the matter of fixing rates and fares, they urge it is necessary to make uniform rates, and do not give consideration to a matter of that kind.

Mr. Ingalls—Mr. Chairman, for information I would like to know what the road is assessed for in California? I understand the business is derived from California.

Mr. Jenifer—I have a statement of the taxes paid in California for 1912, the same period embraced in Mr. Shaughnessy's statement of the Nevada mileage. Our earnings in California, gross, are \$257,851; taxes paid in California were \$10,723.49. The ratio of the taxes to gross earnings was 4.16 per cent; that is on a basis of gross earnings, and that applies on about 150 miles of railroad. The excess over 4 per cent is due to the special tax for the Panama-Pacific; and I think they use the calendar year, while our figures are based on the fiscal year figures; so our taxes paid in California are a great deal less than those paid per mile on the Bullfrog and Goldfield. Our basis in California was about \$74 per mile taxes paid; on the Bullfrog and Goldfield Railroad we paid about \$86.94; and on the Tonopah and Tidewater mileage in Nevada in Nye County we paid \$126 per mile.

Mr. Whitehead—Mr. Chairman, I understand they operate part of the Bullfrog and Goldfield Railroad?

Mr. Jenifer—We operate it all, the Bullfrog and Goldfield.

Mr. Whitehead—And one is assessed at \$3,000 and the other at \$4,000?

Mr. Jenifer—Yes.

Mr. Whitehead—On the same line and same business?

Mr. Jenifer—Yes.

Mr. Whitehead—I cannot see why there should be any difference made in the two.

Governor Oddie—Well, you have heard the amendment to the motion, gentlemen. Are there any further remarks? The amendment has been made and seconded, changing the \$4,000 per mile valuation to \$3,000. Are you ready for the question on the amendment? I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Sitton, Whitehead, Arrild, Ingalls, McTerney, and Ronnow.

Nays—Messrs. Weathers, Leonard, Lemaire, Pohe, Grutt, Malley, Stern, Seeman, Hayes, and Miles.

Governor Oddie—The motion is lost, ten to six. Now the question is on the original motion, placing the value at \$4,000 per mile. Are there any further remarks on the original motion? I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Sitton, Arrild, Weathers, Ingall, McTerney, Leonard, Lemaire, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, Hayes, and Miles.

Nays—Mr. Whitehead.

Tonopah and Tidewater Railroad Sidetracks

Governor Oddie—The question now is on the sidetracks of same.

Mr. Malley—Mr. Chairman, I move the sidetracks be placed at \$1,000 a mile, the same as last year.

Mr. Pohe—I second the motion.

Governor Oddie—You have heard the motion. Are there any remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

BULLFROG AND GOLDFIELD RAILROAD:

Governor Oddie—The next is the Bullfrog and Goldfield Railroad. With the permission of the board, I will ask Mr. Shaughnessy to give us some figures on that.

Mr. Shaughnessy—The Bullfrog and Goldfield Railroad operates 83.1 miles in Nevada. The gross earnings for 1911 were \$99,678.93; and for 1912 they were \$100,163.42, or an increase of \$484. The net earnings, however, are in the red, there is a deficit. In 1911 there was a deficit of \$324.05, while for 1912, it is \$71.63. The taxes paid in 1911 were \$10,962, while for 1912 they were \$7,959; or a decrease of substantially \$3,000 in taxes paid. The ratio of taxes paid in 1912 to gross earnings is 7.94 per cent. This property was put in by the board last year on an invoice valuation basis of \$3,000 main track, and \$1,000 side-track. I think in view of the showing that those assessments should be replaced.

Governor Oddie—Mr. Jenifer, do you represent that road—with the permission of the board, I will ask you to make a statement.

Mr. Jenifer—I don't know that there is anything further I can say. I don't think the joke is worth any more than it was last year, or possibly as much. However, if you are satisfied that is the best the

board can do, considering the conditions, we are agreeable to letting it stand at that mark.

Governor Oddie—Are there any remarks on this question?

Mr. Malley—Mr. Chairman, I move that we place a valuation of \$3,000 per mile on the main line.

Mr. Ingalls—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any further remarks? Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

Bullfrog and Goldfield Railroad Sidetracks

Governor Oddie—The next is the sidetracks of same.

Mr. Ingalls—Mr. Chairman, I make a motion that the sidetracks be placed the same as last year, at \$1,000 per mile.

Mr. Malley—I second the motion.

Governor Oddie—You have heard the motion. Are there any remarks? Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

LAS VEGAS AND TONOPAH RAILROAD:

Governor Oddie—The next is the Las Vegas and Tonopah Railroad. With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Las Vegas and Tonopah Railroad operates a mileage of 200 in Nevada. Gross earnings for 1911 were \$148,017; for 1912, \$194,549, or an increase of \$46,532. The net earnings, however, for 1911 were in the red, and the deficit amounted to \$37,714.89. For 1912 there are some net earnings amounting to \$10,186.07. When the taxes paid for 1912 are deducted, and which are \$19,375.29, there is a loss in net income of \$9,189.22. They did not make sufficient net earnings to pay their taxes. The taxes paid in 1911 were \$23,699, while for 1912 they are \$19,375, or a reduction of about \$4,300. The ratio of taxes paid in 1912 to the gross earnings is 9.95 per cent. This is another one of the properties that the board put in on an invoice valuation of \$3,000 per mile main track and \$1,000 per mile sidetrack, last year; and in view of the showing made herewith, it would not be fair to place any different valuation at this time, no higher valuation, I mean.

Governor Oddie—Mr. Whittemore, would you like to make a statement on this?

Mr. Whittemore—Mr. Chairman, and Gentlemen: I am not here for my health, nor to be amused, because if this weather keeps up it looks as though my health might be seriously impaired, and up to this time I have had no amusement, except to hear myself talk.

Mr. Bartine—Has it not been a pleasure to listen to the rest of us?

Mr. Whittemore—That has been very much of a pleasure. The figures as presented by Mr. Shaughnessy, and as shown in his statement tell their own story. This road last year did not make even its taxes, within \$9,189.22. In other words, the people who operate that road and have their money invested in it, had to dig down in their pockets and make up that deficit in taxes. And if any of you ever had that experience, that your business or your enterprise does not keep

even, and to keep it going you have to dig down into your pockets, you will probably appreciate the situation we are in in that respect, although I am not asking for your sympathy. I will simply ask you to consider the statement there, run down the ratio percentage of taxes paid in proportion to the gross operating revenue, which seems to be the basis used, although Mr. Shaughnessy seems to differ with me in that respect, but at any rate, it comes back to that. You will find even though we are not making enough to pay our taxes, we are still paying, with one exception, the highest ratio of taxes in the State; and while it is true that the assessment is placed on what is called the invoice value, the value which the material in the track if taken up and sold would represent; yet, if that rule is used, and it is the proper one, no other property is being assessed on any basis over 60 per cent of that value; and I see no reason why we should not have applied the same ratio that you apply to every other property that you consider. You all know in your assessments on other properties you never assess a man's stock of goods for its full value, and \$3,000 a mile represents the full value. If you give us the benefit of the same proportionate decrease, it would represent a valuation of probably \$1,800 or \$2,000 a mile. Even then we would be paying a greater proportion of taxes to our gross earnings than any of the other roads in the State, with one exception.

I don't think there is anything further that I can add. The figures are as stated, and the facts show for themselves; and we ask that you simply use the same rule you have been applying to other citizens, and taking the actual value of \$3,000 that you give us the benefit of 60 per cent reduction, and make this assessment about \$1,800 or \$2,000 a mile.

Governor Oddie—Are there any further remarks on this, gentlemen?

Mr. Malley—Mr. Chairman, I am sorry that such a condition exists; that this road is running at a deficit. But, owing to the conditions, as I stated before, and as Mr. Eggers stated the other day, if I gave the reductions, as some people think we should, we would have to close up shop; and I move we place a valuation of \$3,000 per mile on the Las Vegas and Tonopah main track.

Mr. Ingalls—Mr. Chairman, I second the motion.

Governor Oddie—You have heard the motion. Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

Las Vegas and Tonopah Railroad Sidetracks

Governor Oddie—The next is sidetracks of same.

Mr. Malley—I move that a valuation be placed on the sidetracks the same as last year, \$1,000 per mile.

Mr. Ingalls—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks? I will ask the Clerk to call the roll.

On roll-call the motion carried unanimously.

GARDNERVILLE RAILROAD.

Governor Oddie—The next is the Gardnerville Railroad, and with the permission of the board, I will ask Mr. Shaughnessy to give us a statement in regard to that company.

Mr. Shaughnessy—The Gardnerville Railroad, gentlemen, I will have to treat the system as a whole, which is the Virginia and Truckee Railway, at this time, in order to give you any information on the Gardnerville Railroad, which is the little branch line running from Carson City up to Gardnerville.

The Virginia and Truckee Railway mileage is as follows: Reno to Virginia City, 52.20 miles; Carson to Minden, 15.28 miles; total mileage operated, 67.48. The gross earnings for 1911 for the Virginia and Truckee Railway included the earnings of the Gardnerville Railroad, and were \$301,323.06; for 1912, \$309,972.66, or an increase of \$8,649 in gross earnings. The net earnings for 1911 were \$93,240.81; for 1912, \$91,185.22, or a decrease in net earnings of \$2,155.59. Now the taxes paid for 1911 are \$19,488.45, while for 1912 they were \$23,633.42, or an increase in taxes paid of \$4,144.97. The ratio of taxes paid for 1912 to gross earnings was 7.62 per cent. The average reproduction—

Governor Oddie—Just a second, Mr. Shaughnessy, what was the ratio in 1911?

Mr. Shaughnessy—The ratio in 1911, as I recall it, was very close to 7 per cent; I have not that ratio with me, but it was very close to 7 per cent.

The average reproduction value of the railroad, including road and equipment for such a line as the V. and T., small equipment and light rails and ties, would be \$20,000 per mile. That would give a total property value of \$1,349,600. The total assessed value of the property as rendered for the year 1912 was \$753,390, or an average assessed value of \$11,200 a mile.

Governor Oddie—What percentage is that?

Mr. Shaughnessy—The percentage of assessed value to the physical value is 55.7. Now the assessed value per mile of main track is \$8,750, and the sidetracks \$2,500, while for the Gardnerville branch line the assessed value per mile main track is \$5,750, and for sidetracks \$1,000 per mile. You will note, notwithstanding the fact that these valuations seem to be moderate, that they have, by reason of a large assessment being placed upon their rolling stock equipment, buildings, and so forth, actually paid on the basis of an assessed valuation of \$11,200 per mile, on all of their mileage. There is no warrant, on the basis upon which you have been proceeding with reference to other properties, for any increase in these valuations at this time; and to be consistent, I am forced to recommend that these valuations be left as they were made last year by the board.

Governor Oddie—Mr. Murphy is here representing the road, and I will ask him to make a statement.

Mr. Shaughnessy—I wish to say with reference to the earnings of the Gardnerville road by itself, they have not been segregated and reported to us for that line; we have only the earnings and expenses of the system as a whole.

Mr. Pohe—Were they included last year as a part of the V. & T.? I don't see any report of it.

Mr. Shaughnessy—It was treated separately in the order of business last year also.

Mr. Bartine—The figures are in an entirety.

Mr. Shaughnessy—You refer to the figures that are reported there? (Referring to statements of earnings and expenses held by the Assessors.)

Mr. Pohe—I cannot find them.

Mr. Shaughnessy—We were unable to report segregated earnings for the branch line, for the reason I have explained. We have not required them to report separately for that little branch line; instead we treat the system as a whole, and require total earnings and expenses.

Mr. Pohe—You treated it as a whole last year, and separately, also?

Mr. Shaughnessy—No, not separately last year as to earnings and expenses. They were assessed separately, that is what I intended to convey to you.

Mr. Pohe—Is the increase in earnings or in revenue on the Gardnerville branch any greater than it is on the V. & T. main line?

Mr. Shaughnessy—That is a thing I cannot explain to you, for the reason I have just stated, that we do not require them to segregate. Mr. Murphy, however, may have some segregation of those earnings as to the branch line to Gardnerville, and also on the main line; he may have them segregated. We have not found it necessary to have them segregated for our particular use in rate making. Of course for the purposes of this board it would be convenient to have them segregated, and reported by the classification as made in this order of business.

Mr. Pohe—I thought probably in that way I could get to one of the reasons Mr. Murphy's road did not earn as much, according to the records this year, as it did the year before, on the main line.

Mr. Shaughnessy—You will notice the total earnings were increased by \$8,649 on the whole property—the Gardnerville and main line together; while you will notice they show a falling off in net earnings of \$2,155 this year as against last year.

Mr. Murphy—Mr. Chairman, and gentlemen: I presume having heretofore used some definite basis of assessment, you are going to use it this time, 6 per cent or 8 per cent basis, on fixing valuations on the road, that the Railroad Commission has used there, and I have assured the Assessors that they probably would show here today \$66,831.77 as the net income last year. Capitalized at 8 per cent that would show \$835,397; and 60 per cent of that valuation would be \$501,238, as against an assessable valuation this year in the counties through which we pass, of \$753,000, showing an over assessment of some \$223,000. I merely mention this as I have called it to the attention of several Assessors. Now, the Commission's figures are based on June 30, 1912. The board assessing for this year has thought proper to quote the figures that are placed with the Commission, the sworn reports that go in to them for every month, up to November 30, 1912, a comparative basis with the same period ending November 30, 1911. It shows a falling off in our gross earnings of \$14,281.05, and in our net earnings of \$23,679.59. Now, capitalized at 8 per cent the total valuation of the road would be \$693,148. That would be the actual cash value of the road capitalized at 8 per cent. Mr. Pohe has asked for the earnings of the Minden branch. I am sorry I did not know this was coming up, or I should have had the figures definitely. The other day we figured up approximately what those earnings were on the Minden branch, and that would be \$31,041.50.

Mr. Bartine—Gross or net?

Mr. Murphy—That is gross for the year. That is approximately correct, probably it will vary a couple of thousand dollars, but it is approximately correct. It is figured on the mileage basis, and it is almost impossible to segregate those earnings, as the Commission should wish, unless some definite basis could be arrived at for doing so. The operating expense of the Minden branch is exceedingly heavy, as much so as on our main line where we have heavy grades, light engines, and heavy curves to contend with.

I will not take up any more of your time. While this shows we are over-assessed, I will simply ask that you leave our assessment as it was last year, \$5,750 on the Minden branch, and \$8,750 on the main line. I thank you.

Mr. Hayes—Mr. Chairman, it strikes me that these roads ought to be assessed separately. It don't look exactly like a fair valuation between the two lines. Take this road going from here south, it is simply a branch line, while the other goes clear through from Reno to Virginia City. The valuation is high enough on the whole, but it strikes me it is not a fair division for those two roads.

Mr. Bartine—What point are you making?

Mr. Hayes—I am making the point that this little branch out here is getting more benefit than it would be entitled to compared with the main line.

Mr. Bartine—You mean it is being over-assessed according to the other?

Mr. Hayes—Yes, I mean over-assessed compared with the other.

Mr. Bartine—I thought that was what you meant.

Mr. Hayes—Yes, sir, over-assessed, and the other under-assessed.

Mr. Shaughnessy—Do you take the position that it should be reapportioned?

Mr. Hayes—I think so, yes.

Mr. Shaughnessy—Increase on the main line and decrease on the branch line?

Mr. Hayes—Well, I am not positive about that. It strikes me your figures should show that, whether it is necessary to do that or not.

Mr. Bartine—It is a pretty hard matter to get at exactly, Mr. Hayes.

Mr. Pohe—In explanation of what I was getting at when I asked if they had been segregated, I notice the gross operating revenue in 1911 was \$301,000, in round figures, and the total operating expense was 208,000 and some odd dollars; in 1912 they had but \$8,000 more gross revenue, and it cost them over \$10,000 to produce that extra \$8,000, according to the figures as submitted to us; and I was wondering if they kept that up, how much it would cost them if they kept doubling it each year.

Mr. Bartine—Perhaps Mr. Murphy can explain that to you.

Mr. Pohe—It may be a local difference, but that was the reason I asked that. I thought probably there was a greater revenue in other years from the Minden branch, that had been put in with the other road.

Mr. Murphy—I think I can explain that, though I would like very much to bring down our operating expense account and go into detail with you. During 1911, a great part of our traffic was handled to Virginia City; from here to Virginia City the grades are exceedingly heavy; it required sometimes special service, and most times double-

headers from Carson; and you can readily understand the extra cost of fuel and employees in that service is what brought it up. Mr. Seeman will agree with me when I say of the \$23,000 falling off, that 85 per cent of it is in Virginia City in the last year; that is for the period ending November 30, 1911.

Mr. Pohe—But the discrepancy comes in in 1911.

Mr. Murphy—That is where the extra cost is; and besides that, there is a personal injury claim which was paid.

Mr. Pohe—It cost you more in 1912 than it did in 1911?

Mr. Murphy—That is the idea I am talking about; the personal injury claim was paid in 1912. In order to go through these details, I would have to bring the books down here. The Railroad Commission and the Interstate Commerce Commission, if they consider anything inadequate or overcharged in our operating expenses, would certainly find it in a very short time, but to go into details as to how that few thousand dollars was made up, would take some time.

Mr. Pohe—I thought maybe the Minden branch for other years had been put in as the V. & T., and would change the operating expense.

Mr. Murphy—No; I will show how impossible it is to segregate it. For instance, in the morning we run a train from here to Minden, then the motor leaves here in the morning and goes to Reno, then comes back to Carson from Reno, then on to Minden, and from Minden back to Carson. Now you would have to take either a mileage basis, or wheel basis, or car basis, in order to figure the expense as applied to the Minden branch. The proportion of expense, I guess is higher on the Minden branch than it is on the V. & T., but not so much so that it would make any extraordinary change.

Governor Oddie—Are there any further remarks on this question?

Mr. Arrild—Mr. Chairman, I understand we are working under the head of Minden or Gardnerville road, or whatever you call it?

Governor Oddie—Yes.

Mr. Arrild—I have listened to all the railroad talks, and all these things. I am not familiar with the railroads in other parts of the State; but we have this little railroad out in Douglas County, and I will say this much, that the last year I have been familiar with the traffic and freighting, they have not had the business the last year that they had two years ago; and in that way I should think that the V. & T. Company would be willing to leave well enough alone, and I will therefore make a motion that the valuation be placed at \$5,750 on the main line from Carson to Minden, and \$1,200 on the sidetracks, the same as it was last year.

Governor Oddie—You include both in the same motion?

Mr. Arrild—Yes.

Governor Oddie—I would like to call the attention of the board to the correction made last year in the name. Minden Extension of the Virginia and Truckee Railroad is the correct title.

Mr. Leonard—I second the motion.

Governor Oddie—You have heard the motion, are there any remarks?

Mr. Ingalls—I wish to know if this is the same valuation as was placed on this property last year?

Governor Oddie—Yes. The motion is making the valuation \$5,750 on the main line and \$1,200 on the sidetracks. Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

NEVADA, CALIFORNIA AND OREGON RAILWAY.

Governor Oddie—The next is the Nevada, California and Oregon Railway, and sidetracks of the same.

Mr. Miles—I understand there has been no valuation placed on the Virginia and Truckee Railroad.

Governor Oddie—That comes after the Nevada, California and Oregon.

Mr. Miles—Oh, we have not passed on that yet?

Governor Oddie—No, not on the main line. With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Nevada, California and Oregon Railway is operating mileage as follows: A total mileage, entire system, is 238.58. Nevada mileage is 27.75. The gross earnings for the year 1911 were \$338,967, and for 1912, \$388,811, or an increase of \$49,844. The net earnings for the year 1911 for the entire system were \$95,975; for 1912, \$125,984, or an increase of \$30,009. The gross earnings in Nevada for the year 1912 were \$53,221.28; and the net earnings were \$19,142. The taxes paid in Nevada in 1911 were—

Governor Oddie—Just a minute. Let me interrupt you. Have you the net and gross for the Nevada mileage for 1911?

Mr. Shaughnessy—Not for 1911, no. We just required them this year to make a segregation to the Nevada mileage. They operate in California and Oregon, and we required them to make a mileage pro-rate of gross and net, which they have done for 1912. We will have the comparison from now on, in succeeding years. Taxes paid in Nevada for 1911, \$3,397.39; taxes paid in 1912, \$4,030.82. The ratio of taxes paid in 1912 to gross earnings is 7.57 per cent; so you can see that the assessed valuation we have on that property at the present time is a very good one—is about all the narrow-gage should be assessed at. The board assessed that property at \$4,000 a mile, main track, and \$1,000 a mile sidetrack last year, and I think that would be a just and fair valuation to place on it at this time.

Governor Oddie—Is there a representative of the company here?

Mr. Shaughnessy—There is nobody here.

Mr. Hayes—I will say, Mr. Chairman, they never have a representative—never speak to anybody about it. And I accept Mr. Shaughnessy's statement, and will make a motion that the main line of the Nevada, California and Oregon Railway be placed at \$4,000 per mile.

Governor Oddie—Do you want to include the sidetracks in the motion?

Mr. Hayes—I include the sidetracks, at whatever they were last year, \$1,000.

Mr. Lemaire—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

VIRGINIA AND TRUCKEE RAILROAD.

Governor Oddie—The next is the Virginia and Truckee Railroad with sidetracks of same. With the permission of the board, I will ask

Mr. Shaughnessy to make a statement. I think it is already covered, but he might have something more to say.

Mr. Shaughnessy—The operating detail of the Virginia and Truckee Railroad has been covered fully in my previous remarks; and I would recommend that the same valuation be placed this year that was placed last year, namely, \$8,750 a mile main track, and \$2,500 a mile sidetrack.

Mr. Seeman—I make a motion that the Virginia and Truckee Railroad be assessed at \$8,750 a mile main track, and the sidetracks at \$2,500 a mile.

Mr. Stern—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks? Mr. Murphy, have you anything to say?

Mr. Murphy—No.

Governor Oddie—Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

EUREKA-NEVADA RAILWAY.

Governor Oddie—The next is the Eureka-Nevada—by the way, is that the old Eureka and Palisade; is that the new name for it?

Mr. Shaughnessy—Yes; that is the reorganized name.

Governor Oddie—With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Eureka-Nevada Railway operates 88 miles. The gross earnings for the period ending June 30, 1913, estimated on the basis of the first three months operation, will be \$71,651; and the operating expenses estimated on the same basis will be \$56,026. The net earnings will therefore be \$15,624.68. The taxes estimated upon the same basis of the monthly reports, which we require the railroads to render, will be \$1,095. The company has been washed out during the past two years, and just resumed operation sometime during 1912. The taxes paid in 1910, the last year that they operated prior to the destruction of their property, were \$4,347. The assessment of the property was left to the Eureka County Assessor last year. I think in view of the fact that this property and the Nevada Central are substantially similar in every detail, construction and otherwise, and both being narrow-gage properties, that they should be assessed on the same basis. The Nevada Central Railroad assessment for last year was \$1,250 main track, and \$300 sidetrack, which I have estimated will be fair for this year's assessment; and I would therefore recommend that a similar assessment be placed against the Eureka-Nevada Railway—\$1,250 main track and \$300 sidetrack.

Governor Oddie—Is there a representative of either of those companies here?

Mr. Shaughnessy—I think not.

Mr. McTerney—Mr. Sykes is interested in the Eureka and Nevada.

Mr. Sykes—Gentlemen, I just happened here by accident. I was snowed out from where I was, and saw in the paper that the Board of Assessors was to meet here; and, as far as I am concerned, I am perfectly willing to leave the taxation of our road in the hands of the board. All we want to do is to have you assist us as much as you can in repioneering; that is what we are doing now. I feel that we will be dealt with fairly and justly, and am willing to abide by your decision in this matter. I thank you.

Mr. McTerney—I think Mr. Shaughnessy's figures based on the first three months, will be excessive for the year; I hardly think they will come up to that; they had to reduce their service. I was talking with the manager of the company in Palisade, and I think we realize their needs as well as our own, and I move that a valuation of \$1,250 a mile be placed on the main track, and \$250 a mile on the sidetracks.

Mr. Leonard—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks?

Mr. Ingalls—Is this a narrow-gage road?

Mr. Shaughnessy—Narrow-gage, yes.

Governor Oddie—Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

NEVADA CENTRAL RAILROAD.

Governor Oddie—The next is the Nevada Central and sidetracks of the same. With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The mileage operated by the Nevada Central is \$93.30. The gross earnings for 1911 were \$84,614; for 1912, \$59,785, or a decrease of \$24,829. Net earnings for 1911, \$36,809; net earnings for 1912, \$12,591, or a decrease of \$24,217. Taxes paid 1911, were \$4,207.50; for 1912 they were \$3,953.05. The ratio of taxes paid for 1912 to gross earnings is 6.60 per cent. The assessed value last year, main track, \$1,250; sidetrack, \$300 a mile. I would recommend, in view of the assessment levied on the Eureka and Nevada, that the assessment be made \$1,250, main track, and \$250 sidetrack.

Governor Oddie—Is there a representative of the company here?

Mr. Shaughnessy—I think not, Governor.

Mr. Lemaire—Mr. Chairman, I make a motion that the valuation on the Nevada Central Railroad be placed at \$1,250 per mile on the main line, and \$300 per mile on the sidetracks, the same as last year.

Mr. Sitton—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks? Are you ready for the question?

The question was called for, and on roll-call the motion carried unanimously.

SILVER PEAK RAILROAD.

Governor Oddie—The next is the Silver Peak Railroad and sidetracks of the same. With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Silver Peak Railroad operates 17.50 miles. Gross earnings for 1911 were \$14,833, while for 1912, they were \$14,853, an increase of \$19.80. The net earnings for 1911 were \$1,135, while for 1912 they show a deficit of \$756. The taxes paid in 1911 were \$833, while for 1912, they were \$887. This property was left with the County Assessor of Esmeralda County last year, and he seems to have placed a very equitable assessment upon the property, in view of its poor earning condition, as the ratio of taxes paid in 1912 to gross earnings is 5.97 per cent.

Governor Oddie—Is there a representative of the company here?

Mr. Shaughnessy—There is no representative here.

Mr. Stern—Mr. Chairman, owing to the fact that the Railroad Commission thinks that the Assessor of Esmeralda County made a fair and just assessment last year, I move that it be left to the Assessor of Esmeralda County.

Mr. Whitehead—I second the motion.

Mr. Ingalls—It is a little branch line running from the T. & G. over to Blair, about 17 miles, a kind of an accommodation road; and I am willing it be left to myself, as Assessor of Esmeralda County, if you see fit to do so, or for the board to place a valuation on it, it don't make any difference to me. You can't place a very high valuation, any more than I have before, as conditions exist.

Governor Oddie—The motion is to leave the assessment to the Assessor of Esmeralda County. Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

CALIENTE AND PIOCHE RAILROAD.

Governor Oddie—The next is the Caliente and Pioche Railroad and sidetracks of same. With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Caliente and Pioche Railway is included in the operating detail that I placed before you for the San Pedro, Los Angeles and Salt Lake Railroad. It runs from Caliente to Pioche, and serves the mining district at Pioche. I understand that the operations have not been very great, due to the fact that mining has not been very successful; and in view of those circumstances the board placed an invoice valuation upon that branch line property last year of \$3,000 a mile, the same as was placed on the Las Vegas and Tonopah and the Tonopah and Tidewater Railroads; and unless the Assessor of Lincoln County knows something to the contrary, I know of no reason why there should be any increase made in that valuation at this time.

Governor Oddie—Is there a representative of the road here?

Mr. Shaughnessy—Yes, Mr. Waters.

Mr. Waters—Mr. Chairman, I believe a valuation placed the same as last year would be fair, and agreeable to us. The condition has changed very little; there is some low-grade ore shipped out, but very little, and I believe \$3,000 a mile assessment would be very fair.

Mr. Ronnow—Mr. Chairman, I would like to state for the past year they have been doing considerable more business than they have heretofore; they have been shipping tailings up from the old smelter site; also shipping considerable ore from Pioche in the Bristol district.

Mr. Waters—I would like to answer that statement by saying we have shipped a few cars, I believe it was five cars a day, shipped from Pioche.

Mr. Ronnow—It has been averaging the same as that for the last six months.

Mr. Waters—This is mostly low-grade stuff, mostly tailings from Panaca, in fact, they all are—this Jack Rabbit stuff, shipped from Pioche from the Jack Rabbit mine, to be used as flux. I have not the figures with me, I could have got them, but I didn't think it was necessary to have them; but I am very confident that the gross earnings—while the business may have increased, the gross earnings have not increased materially, or in proportion.

Governor Oddie—We are ready for a motion.

Mr. Ronnow—I would like to ask Mr. Waters if he considers the valuation placed on it last year was a fair valuation—\$3,000 a mile?

Mr. Waters—With respect to the valuation last year, I believe it was, compared with the earnings of the road and its financial condition; but as we have said, it has been understood and stated a number of times here, it is what is called the “junk basis” value, the same as some of the other roads here not up to the standard of the earnings.

Mr. Ronnow—I have not any figures, and as Mr. Shaughnessy has not any segregated from the main line, and as Mr. Waters thinks they have not been making any more money, I move we place a valuation on the main line of the Caliente and Pioche Railroad of \$3,000 per mile, and sidetracks \$1,000, the same as last year.

Mr. Stern—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks? I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

ATCHISON, TOPEKA AND SANTA FE RAILROAD.

Governor Oddie—The next is the Atchison, Topeka and Santa Fé Railroad and sidetracks of same. With the permission of the board, I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Atchison, Topeka and Santa Fé Railway, so-called, covers the operation of the little road known as the Barnwell and Searchlight Railway, which operates in the extreme southern end of Nevada, and serves Searchlight. They operate in Nevada 13 miles. The gross earnings in Nevada for 1912 were \$2,838.34. The operating expenses in Nevada for 1912 were \$6,670.76, or an excess over the earnings of \$3,782.42. The taxes paid in 1911 were \$1,051, while for 1912 they were \$830. This property was assessed last year on the basis of \$2,500 a mile, main track, and \$800 a mile, sidetrack. In view of the financial showing made, I don't see very much justification for any increase in the valuation; however, the County Assessor may know more about the proposition that I do; he may be more familiar with it. On the basis of the earnings, it don't look as if there should be much increase.

Mr. Ronnow—I believe Mr. Waters is the representative of that road.

Governor Oddie—I will ask Mr. Waters to make a statement, with the permission of the board.

Mr. Waters—I am a sort of an ex officio representative. I talked with Mr. Jewett, the tax agent for the Santa Fé, in Los Angeles, and he expressed himself as agreeable to the assessment made last year. He thought it would be proper to have the same assessment this year, in view of the circumstances and the road's condition.

Mr. Whitehead—Mr. Chairman, I don't know of any reason why it should be raised. I know that the town of Searchlight is nearly off the map; I think in another year they will be off the map, if they keep going; and I move that a valuation of \$3,000 a mile be placed on the main track, and \$1,000 on the sidetracks.

Mr. Ronnow—I second the motion.

Governor Oddie—You have heard the motion, gentlemen; are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

GLASGOW AND WESTERN EXPLORATION COMPANY:

Governor Oddie—The next is the Glasgow and Western Exploration Railroad Company, and sidetracks of same. Mr. Shaughnessy, with the permission of the board, will you make a statement?

Mr. Shaughnessy—This is a small private narrow-gage railroad running between the Exploration Company's smelter, located at Golconda, and its mines, about 12 miles from Golconda; it handles no commercial business, is not a common carrier, and therefore does not report to the Commission. Last year it was left to Mr. Leonard, the Assessor of Humboldt County, and I should think that would be the proper procedure at this time with reference to that property.

Governor Oddie—We are ready for a motion, gentlemen.

Mr. Leonard—I move that the Glasgow and Western Exploration Railway Company be left to the Assessor of Humboldt County, the same as last year, including the sidetracks.

Mr. Lemaire—I second the motion.

Governor Oddie—You have heard the motion; are you ready for the question?

The question was called for, and on roll-call the motion carried unanimously.

PIOCHE AND PACIFIC TRANSPORTATION COMPANY:

Governor Oddie—The next is the Pioche and Pacific Transportation Company Railroad and sidetracks of same. I will ask Mr. Shaughnessy, with the permission of the board, to make a statement.

Mr. Shaughnessy—This is a small railroad running from Pioche to the mines, a few miles; it transacts no commercial business, and does not report to the Commission. It was left to the Assessor of Lincoln County last year, and I should think that would be the course to follow at this time with reference to that property.

Governor Oddie—We are ready for a motion.

Mr. Ronnow—I move that the Pioche and Pacific Transportation Company Railroad, including the sidetracks of same, be left to the Assessor of Lincoln County.

Mr. Whitehead—I second that motion.

Governor Oddie—You have heard the motion. Are you ready for the question?

The question was called for, and on roll-call the motion carried unanimously.

NEVADA COPPER BELT RAILROAD:

Governor Oddie—The next is the Nevada Copper Belt Railroad and sidetracks of same. Mr. Shaughnessy, will you make a statement?

Mr. Shaughnessy—The Nevada Copper Belt Railroad operates a total of 41.47 miles, subdivided as follows: Between Wabuska and Ludwig, 38.97 miles; between Wabuska and Thompson, 2.50 miles. The gross earnings of this company in 1911 were \$33,666, in 1912 they were \$131,144. The net earnings in 1911 were \$252.79, while for 1912 they were \$51,004.91, an increase in net earnings of \$50,752. Taxes paid in 1911, \$1,094; taxes paid in 1912, \$3,195. The ratio of taxes paid in 1912 to gross earnings was 2.43 per cent. The taxes that would accrue on the basis of 4 per cent would be \$5,245.78, as compared with \$3,195, the amount paid, as reported to the Commission June 30, 1912. The reproduction value of this property, including road and equipment, will

not be less than \$20,000 per mile. The amount reported at this time for cost of construction and improvements, including road and equipment, is substantially \$25,000 per mile; but that sum perhaps includes some extraordinary amounts that went into the financing of the road; and I would say that the reproduction value of the property at this time would be on the basis of \$20,000 per mile. The total amount of property rendered to the Assessor of Lyon County for taxation last year, on the basis of an assessment of \$5,750 per mile, main track, and \$1,000 per mile sidetrack, plus the assessments on rolling stock and equipment, amounts to \$338,803. This is an average assessed value per mile of \$8,170. The value of the property on a reproduction basis, at \$20,000 a mile would be \$820,194. The ratio of the reproduction value to the assessed value as given above, would be 40.8 per cent. This is the proportion of the total property that they were assessed upon, on the basis of the amount returned last year. An assessed value of \$9,000 per mile, main track, plus approximately \$2,200, which they rendered last year for sidetracks and rolling stock and equipment, will make a total value of \$11,200 per mile, or 56 per cent of the reproduction value of the property.

I believe, in view of the figures I have here on this road, and the great increase that they have made in earnings during the period since the board met last year, that an assessed valuation of \$9,000 per mile on that property would be none too great. Nine thousand dollars per mile main track and \$1,000 per mile sidetrack. I have every reason to believe that that property will show a very substantial increase in earnings during the forthcoming period. They were in very poor condition a year ago, and for that reason they were let off with an assessed valuation of \$5.750 per mile. Mr. Moore represents the road.

Governor Oddie—We would like to hear from Mr. Moore.

Mr. Moore—I dislike very much to come before the Board constantly, and take up as much of your time as I have usually been compelled to take up in a discussion of what would be a fair tax value upon our road. If the gentlemen who compose this board are to exercise their own judgment as to what is fair and right in dealing with the roads that they have to deal with—as I understand the law contemplated they should do—then I will feel the time is neither wasted to me nor to the Board of Assessors. I take it that if the question of what should be the tax value upon a road of this character is to be left to Mr. Shaughnessy, or any other individual, independent of the question of whether it is a fair value as compared with other roads, then I should not have anything to say, and my time is wasted in talking to the board, and I am wasting the time of the board. However, I believe the board agrees with me, that had the Legislature or the people of this State intended that the board itself should not pass upon these questions, and analyze every question that is brought before it, and finally use each man his own best judgment as to what he should do, and as to what is fair and equal justice to the roads and the different properties he is called to act upon, then I believe the Legislature and the people of the State, would not have wasted their time in passing an Act which provided for the meeting of the Board of Assessors. They could have passed that matter up to any one individual at that time, and not put the State to either the expense or the trouble of having you gentlemen come here from all over the State to pass upon a question of this kind.

I know that I labor under one disadvantage, as I have stated to some members of the board, that is, that I have not usually been able to come here with any agreement even with the Assessor of my own county; and I don't know that the Assessor of Lyon County—and our road is all in Lyon County—and I now agree upon what would be a fair valuation upon this road. But I do know that I echo the sentiment of Mr. Pohe when I say that I know—whatever he may have to say here, I believe he will back me up in saying that he expects every man upon this board to analyze the facts and figures that are put before him, and to exercise his own best judgment, and not to accept his, Pohe's idea, as to what would be a fair value, or necessarily my idea as to what should be a fair value, or that of any other individual.

Now the figures that have been introduced here—in the first place, I have been coming before the board for several years, and I want to say that as far as our valuation, fixed last year at \$5,750 a mile, is concerned—and which is now used as a basis, as an additional boost upon the road—that valuation was fixed, as you gentlemen will remember at the same value that was fixed upon the Minden branch of the V. and T., and a comparison at the time was made between the two. The Minden branch, as I remember today, passed at that same figure, and it showed a gross earning for the year of between \$30,000 and \$40,000. I am not objecting or seeking to cast any reflections, or make any objection to the action of this board as to the value of any other road, or as to what it should do relative to any other road; but I simply cite this matter because I expect to use it; and I ask you, gentlemen, to use it as a matter of comparison in arriving at your final decision. At the time we were assessed \$5,750 a mile upon our road, and a comparison was made between us and the Minden branch of the V. & T. Railroad, the reports in the hands of Mr. Shaughnessy showed that our road had a net earning of \$8 a mile; it showed at that time that the Minden branch had a net earning of \$1,500 and some odd a mile. The assessment as fixed at that time, I can show—it is history with us—and I am sure that the Assessor of our county will bear me out in it, that the assessment even as fixed at that time by the people in the county, the Board of Equalization, by Mr. Pohe himself, was considered higher than our road should have been assessed, and as an unfair valuation of the mileage of the road at that time. Now take the report that is in the hands of the Commission, and that they have given you gentlemen the benefit of, it is, to say the least, rather adroitly constructed. In the first place, when we first began coming before the board for taxation, the total reproduction cost of our road was only a little over \$15,000 a mile: since then, every dollar that the road has been able to get hold of, and every dollar it has been able to wring from its stockholders, it has put into betterments, equipment, and into improving the service conditions of the road itself. The net earnings, as you will notice, are charged against the road for the purpose of fixing its tax valuation. They are returned into the betterments of the road, and then Mr. Shaughnessy comes back at us with the proposition that the road's ad valorem value is worth that much more; in other words, the profits are first charged against us for taxing purposes, and then put back into the road and doubly charged against us, because they are again added to the ad valorem value of the road in order to raise that.

Now there has been some talk here of comparative values, and I have made some figures myself. We have gone pretty carefully into the conditions of that road, and into its earnings; and its earnings for the past year, taking the calendar year itself; and I contend, as I think some gentleman contended before the board this morning, that the calendar year is the tax year. The calendar year is the year we have a right to look to see what the road is worth; and the calendar year is what we look to, and what we figure upon in figuring our taxes. The calendar year is what we have to pay the taxes upon. And last year—for the year 1912—our gross income showed about \$140,000—I am speaking now of the calendar year itself—with a net receipt of a little less than \$55,000, practically the same figures that have been given you as the net and the gross for the first six months of the year, including the last six months of the year before. But in fixing and in giving to this board the taxes that are to be taken from that, we are simply given credit for the payment of taxes for last year. Now our property was turned in for \$338,000 last year, and our taxes for the year were a little bit under \$7,000. I don't remember, Mr. Pohe has probably the exact figures, but they were in the neighborhood of \$7,000. But it don't make any difference whether all of those taxes have been paid or not, it is a system that has been adopted by the State, as we all know, to make a payment of half of the taxes in December and half in June. But the system works out just the same; and that \$7,000 is the tax charged against that property for the year 1912. Upon that basis, taking into consideration the fact that the Commission, or Mr. Shaughnessy, in figuring for this board, adopts three or four different methods; if the method of 4 per cent of the gross profit does not fit, then perhaps a capitalization of the net will; if neither of those will fit and get the highest figures, then the reproduction value of the road will fit. The Supreme Court of this State has said three or four times in figuring upon the earning capacity of a railroad that has not come up to a fair earning upon its investment, the method to be adopted is a capitalization of its net earnings. Now it does not make any difference to me what one of those systems you adopt to figure out a fair valuation for us upon our gross last year. If you figure 4 per cent, which is as high as I know of any State figuring for a tax rate, our taxes should have been \$5,520 as against almost \$7,000. If you figure upon the basis of a capitalization of net income, then our total assessment value would have been less than \$300,000 upon a net income of \$55,000 for the year. We paid in the neighborhood of \$7,000 taxes for the year; and that is, as you will notice, almost 14 per cent of our net income for the year, and almost 7 per cent of our gross income for the year. Now if I have heard the discussion aright that has been made before the board, some one of these systems has been adopted, and it does not make any difference what system Mr. Shaughnessy wishes to adopt for the purpose of taxation of a road, it does not seem to me that it is fair to try to figure out any system, except what it is actually worth. I think the board has been fair with the roads throughout this session; and we are paying as the exact figures—and the figures can be verified—we are paying in the neighborhood of 13 per cent upon our net, and almost 7 per cent upon our gross, in taxes, and we are putting every dollar that the road makes into new equipment, and into betterments for the road. And in that connection, I want to say to you now that we have under contract new equipment right now, that comes into

Lyon County for taxation this year, that amounts to more than another thousand dollars a mile upon the road. Not only that, but they have been constantly putting their net into the road, and into this new equipment, and the stockholders of the road have themselves dug down into their pockets, and made loans to the company for the purpose of supplying this new equipment, for the betterment of its transportation facilities, and for the satisfaction and gratification of the people with whom it has to deal. I do not see where there could be a figure evolved out of all the figures we have, that under any circumstances or conditions on earth will justify any raise whatever; and I tell you frankly and fairly, and say it as conscientiously as any man that ever stood before you said it, if you will figure out in dollars and cents what the road should pay in taxes, you will figure that a mileage basis of \$5,000 a mile would be abundantly high, and as high in proportion as any road in the State of Nevada is paying today.

We have no reason—and neither has Mr. Shaughnessy—and you have no right to expect any particular increase—any increase at all—in the business of the road for the coming year. We have the right to try to reach out, and try to get new business, and we want to do it, and we want you gentlemen as judges between us in this and the State and county, to help us to do that by giving us a fair, square shake; and that is all we are asking at your hands; and not simply because there is a proposition or a possibility of there being additional moneys needed. Here is a road that is, as far as I know, the baby road of the State, struggling along, trying to get on its feet; that Mr. Pohe, or anybody else, will tell you has been, and is being, and promises to be in future the upbuilding of the county through which it has gone—give that road some protection; give the people who have put their money in it some protection, and give them a chance to improve the conditions and better the service of the road, and to extend it and make it worth more to the county and the State. The only way that can be done, as you gentlemen know, is to treat it fairly; and there is no combination of figures that I know of from which you can justly or satisfactorily evolve any result, in view of your practice with the other roads, and your dealings with the other roads since you have been here as a body, that would bring our mileage today over \$4,000 a mile. And, as I say to you, there is something like \$50,000 in new equipment under contract, a part of it on the way now; and this \$338,000 that we have paid, as Mr. Shaughnessy quoted to you, the tax upon our equipment last year, coupled with the railroad tax at that time, brought us above the \$8,000 mark then. We are adding an additional \$1,000 a mile in equipment now; and it certainly seems to me that we are entitled, if you take and figure the proposition out from any reasonable standpoint on earth, we are entitled to have our mileage tax at \$5,000 rather than almost double that amount.

Governor Oddie—Mr. Shaughnessy, have you anything further to say on that?

Mr. Shaughnessy—In response to the remarks made by Mr. Moore, I do not apprehend, and I do not think there is a member of this board does, that I am here dictating as to the valuations the board shall levy. I simply have been asked to come here and give for your consideration such data as the Commission has on file, which is rendered to it under the sworn statement of each of these utilities operated within the State;

and Mr. Moore's remarks are not well taken when he says I am dictating to the members of this board as to what valuation they shall levy. I am placing before the board uniform valuations, as near as I can get at them, for your consideration. If they meet with your view of what is just and fair, all things considered, you may use them; but I don't know what valuation you will adopt; and I have not in any sense told you what valuation you shall adopt. You may use any method you see fit, and nobody can say—Mr. Moore or anybody else—what particular phase of the data put before you by the Railroad Commission and the tax agents, actuates your mind in reaching the conclusion to which you come.

Now with regard to the methods used, I want to say we have not proceeded upon any different method or basis—that is, I have not—in finding a fair valuation of the Nevada Copper Belt property. For example, the amount that I placed before you for consideration is 56 per cent of the fair reproduction value of that property, what it would cost them to reproduce it. And with reference to the adoption of the gross earnings basis and net earnings basis, and other basis of which Mr. Moore complains, I disagree with him. I have not adopted any set basis; I have simply used a gross earnings basis in those properties having large intangible value, which could not be reached by any other method, and have only placed it before you as evidence. The board has in no sense adopted a 4 per cent of gross earnings basis in the taxation of property. It may have been used to some extent by me in reaching the valuation, the fair valuation of a property, where its physical property was less than 4 per cent, produced. Likewise with reference to the net earnings basis, that has not been used in my calculations except with reference to the express companies, wherein it is specifically provided by law. All things considered, I don't see any reason why these people—the Nevada Copper Belt—should not pay upon the same unit of valuation as other properties operating in that territory. They have now got into a condition where they are operating successfully, and will continue to operate successfully from this time forward. If at some succeeding period they can come forward and show that they are not successful, and that their earnings are falling off, then it will be time for this board to take those matters into consideration.

Regarding the comparison that Mr. Moore made with reference to the gross earnings, I believe he showed that the taxes that they would pay on that basis would be substantially 6 per cent. The taxes actually paid, as reported to us, are about 2.6 per cent.

Mr. Moore—Pardon me, Mr. Shaughnessy; you will admit, however, that if our assessment last year was in the neighborhood of \$7,000, our figures were fair, will you not?

Mr. Shaughnessy—I will get to that, Mr. Moore. The taxes which will accrue upon the basis of the property rendered for taxation last year, as I figure it, on the basis of the 2 per cent state and county rate in Lyon County, will amount to \$6,776.06. Now those figures were taken from the tax roll itself, and dividing that amount by the gross earnings I find the ratio 5.85 per cent paid in taxes, on the basis of the earnings for the year which ended June 30, 1912. If you gentlemen will recall, you have not in the consideration of any of the railroads, tied yourselves down to any per cent, except where the physical valuation of the property exceeded 50 per cent. The aim has been to place

the assessed value of the railroad properties between 50 and 60 per cent of full value, in order to gain uniformity throughout. And upon that basis the amounts I recommended here will make about 50 per cent of the full value of the property of the Nevada Copper Belt Railroad.

Mr. Whitehead—Mr. Chairman, I would like to say a word. And as I believe we want to take a recess, it will be just a word. Mr. Moore's insinuations seem to hit the Assessors as well as the Railroad Commission. The State Board of Assessors meet to make these valuations, and the railroad officials have their attorneys to represent them, and the State its Board of Assessors. They have as much right to take the figures of the Railroad Commission as those of the attorneys, especially when they have been submitted to the Commission by the railroad people themselves under sworn statement. And it seems to me the remarks of Mr. Moore are a little too strong. They reflect on the Assessors as well as the Commission. I have based my calculations on the figures given by the attorneys and the Commission and on my own judgment. And another thing—if a man has a farm, and he makes a net earning of \$10,000 on that farm, and turns around and puts it in a home, under Mr. Moore's reasoning we could not tax it. Because the railroad makes \$50,000 and puts it in the property, we cannot tax it. I think his ground is very badly taken, for the reason that if they did not want to put it in the property to be taxed, they could do the same as any other individual. If he makes a net earning he can put it in his pocket the same as the railroad could—or he could put it into betterments. But because he puts it in the property and makes that much more property, does not exempt it.

Mr. Moore—Mr. Whitehead, I don't imagine the Assessors have understood me as saying that you should take my figures or those of Mr. Shaughnessy, or anybody else. I simply ask that you take nobody's figures, but the figures submitted under sworn report, and figure it out for yourselves, keeping in mind the same ratios fixed on the other roads. That is all I ask. I certainly do not ask you to take my figures, or the figures of any one person at all. I simply ask that each man exercise his judgment on these figures, and give us a square deal. And I simply stated what I reiterate: If our road were paying dividends to its people it would be a different proposition, and there is not a road paying any higher rate of taxes than we are now. I don't believe there is another road where the question of ad valorem value, or reproduction value, has been brought forward. Simply because it happens in this case that it makes a higher rate than on any of the other values is no justification when it is not applied on other roads.

Mr. Shaughnessy—Mr. Moore, I will state that the reproduction value of the property of all the railroads has been placed before this board.

Mr. Moore—Your recommendations have been on the reproduction value?

Mr. Shaughnessy—Yes, sir.

Mr. Moore—It seems to me. Mr. Shaughnessy, that you made the statement different from the others. For instance, last year you gave a valuation of \$180,000 per mile for the Central Pacific Railway.

Mr. Shaughnessy—No, it was \$80,000 per mile. You have it just \$100,000 too high; \$80,000 was also used this time, and the board

placed an assessment which will amount to 52.6 per cent of that amount.

Mr. Moore—Was it in the case of the Nevada Northern?

Mr. Shaughnessy—No, their assessment exceeds the reproduction value of the property, because the board took into consideration the large intangible value of the property.

Mr. Moore—Was it in the case of the V. & T.?

Mr. Shaughnessy—Yes, it was—on the basis of 55.7 per cent of the reproduction value of the property.

Mr. Miles—Mr. Chairman, it seems to me if a railroad operating in this State makes a nice revenue and turns around and puts it into other property, that it is simply an accumulation of property, and every addition, and dollar, and additional value that goes into the property under our state laws is undoubtedly taxable. And it seems to me that the argument put up by Mr. Moore against the raise on this road is very poor, and, like Mr. Whitehead, I am not favorably impressed with the insinuations that have been offered.

Mr. Pohe—For the further enlightenment of the board I wish to say that Mr. Moore and I disagree in some of the figures submitted in this respect: The statement handed in to the Railroad Commission was a statement dated June 30, 1912, showing a net profit of over \$50,000. I am willing for Mr. Moore to deduct all of the taxes for 1912 from it, amounting to about \$7,000, and still he has a very nice profit, when you stop to consider that the year before they had but \$252 profit. Now I believe Mr. Moore is sincere and his road has done exactly as he said—put it back in the road—but we hope he don't need every year to put it back in the road, consequently reducing that. And the road must be in better shape than it was a year ago. Now, if the road's business is not going to increase, or they don't think it is going to, I don't see why they would put over \$40,000 back on 41.57 miles of road, and then order \$50,000 more in equipment. I am also willing to concede this: That Mr. Shaughnessy's figures of \$11,000 a mile, taking the physical condition of the road, I believe are a little too high, and I am willing to let the Board of Assessors do the judging of it. If I was assessing the road, knowing the conditions existing on the road, I would not assess it at \$11,000. But I certainly would make a substantial raise on the assessment of last year.

Mr. Moore—For your information, and for the information of the board, I will state that the additional equipment ordered and being put onto the road, has been put on absolutely on the complaint of the smelter not having sufficient ore cars for them to operate at proper cost, and because we are under contract with them to give them certain cars.

Mr. Pohe—They are paying rental for them.

Mr. Moore—No, sir.

Mr. Pohe—Under the contract—are you sure?

Mr. Moore—They are given—I don't remember—three days to return the cars to us. They don't pay us five cents apiece.

Mr. Pohe—I can't understand why you order \$50,000 worth of equipment, and then lend it to the smelter, without some returns.

Mr. Moore—We don't get any demurrage on the cars.

Mr. Shaughnessy—At what period did they begin operations between the mine and smelter?

Mr. Pohe—It was in 1911 they began operations with the smelter.

That is a point I was just going to bring up. In June, 1911, they had \$252 of a net profit. We are willing to grant that they may have increased that substantially for the next few months—for the months of July, August, September, and October—but I don't think their figures at that time—It doesn't seem reasonable to think they got as much as when they were keeping the smelter in operation, when they began to haul the greatest amount of tonnage on that road.

Mr. Moore—I would state the figures I gave on gross and net are for the calendar year 1912. That would be the last six months, and practically a few thousand dollars more than the figures of the Commission including the first six months.

Mr. Pohe—We had nothing before us but the report for the year 1912. Now they began to fill the ore bins somewhere in November, 1911. Consequently their great tonnage existed—giving them the benefit of the doubt—nine months. Now, with nine months tonnage I think the little increase over \$252 for twelve months certainly is a pretty nice showing. And we may add a quarter to it if we believe from the equipment they are ordering, and the amount of money they are putting in, they are going to keep up the average for the year.

Mr. Shaughnessy—I may state for the further information of you gentlemen that the monthly reports rendered by the Copper Belt for the four months of the present fiscal year, which began July 1, show an increase of \$10,000 for that period. On that basis the current year would amount to \$25,000 for the year.

Mr. Moore—Mr. Shaughnessy, have you those figures?

Mr. Shaughnessy—Yes, sir. They are on file in the Railroad Commission office.

Mr. Moore—My understanding was that the figures showed net for the four months, \$5,000.

Mr. Shaughnessy—I was speaking of the increase in gross.

Mr. Walker—On the basis of the four months for the year you show an increase of \$10,000 in the net.

Mr. Shaughnessy—What would it be in the gross?

Mr. Walker—I don't know.

Mr. Shaughnessy—Well, perhaps it will be that in the net. We will check the reports and submit corrected figures later.

Mr. Ingalls—Mr. Chairman, inasmuch as we are not going to be able to get through this afternoon and do ourselves justice, I move that we adjourn until 10:30 o'clock tomorrow morning. If we were able to get through I would be willing to go on, but we will not be able to do so.

Mr. Miles—I second the motion.

Upon motion being put it carried unanimously.

Accordingly, the board took a recess until 10:30 a. m., Friday, January 17, 1913.

FIFTH DAY

The board resumed its session, pursuant to recess, on Friday, January 17, 1913, at 10:45 a. m.

Governor Oddie—The meeting will come to order. I will ask the Clerk to call the roll.

Upon roll-call all members of the State Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

Governor Oddie—We were discussing the Copper Belt Railroad last night when we adjourned. I will ask Mr. Shaughnessy if he has anything further to say on that.

Mr. Shaughnessy—I have some corrected figures I wish to place before the board, in regard to the controversy that was on last night between Mr. Moore and myself. Mr. Moore has included the taxes paid for the calendar year, which ended December 31, 1912, and on this basis found that his road paid in taxes approximately \$7,000. To be exact, I find by checking the property on the tax roll, that the company paid taxes of \$6,776, or 5.16 per cent of the gross earnings for the year ending June 30, 1912. Now it is proper that the board should have for its information and consideration a statement of the gross and net earnings for the nearest year-period obtainable to the period for which the taxes were paid, as given by Mr. Moore. As the smelter at Wabuska began operation in November, 1911, and the mines commenced to ship to the smelter over the Nevada Copper Belt, I will place before the board the gross and net earnings made by the Copper Belt for the year-period from December 1, 1911 to November 30, 1912. On that basis the gross earnings made by the Nevada Copper Belt are \$201,606; the net earnings, \$88,741, instead of \$51,000 net, as we were considering here yesterday afternoon, on the basis of the year-period ending June 30, 1912. The taxes paid, as I stated before, were \$6,776, or 3.36 per cent on the above gross earnings; 3.36 per cent, instead of a ratio of 5.16 per cent, based upon the earnings ending June 30, 1912, as put before you yesterday. Now, on the basis of these gross earnings for this period, of \$201,606, if we apply a 4 per cent of gross earnings method in establishing the value of the property for taxation, the taxes would be, on the present average 2 per cent rate, state and county, which is applied in Lyon County, \$8,064, or \$1,280 more than was actually paid in taxes. I wish at this time to correct the statement that I made yesterday, on the basis of the first four months of the current fiscal year, wherein I estimated that there would be an increase in the gross earnings of \$25,000; and also wish to correct Mr. Walker's statement wherein he estimated that there would be an increase in the net earnings of \$10,000. We carry around a good many figures in our heads, and sometimes we are liable to get off to some extent; and since the meeting of yesterday afternoon I have checked up the reports, and I am now able to give you a corrected statement on the basis of the reports rendered to the Commission for the first five months of this fiscal year, which will end June 30, 1913; and on that basis the gross earnings will be \$226,979, as compared with the gross earnings for the period ending

June 30, 1912, of \$131,144, or an increase of \$95,835 in gross earnings. The net earnings will be \$106,766, as compared with \$51,005, for the year ending June 30, 1912, or an increase in net earnings of \$55,761. You will therefore observe that on the basis of these five months of this year, there will be an increase in the fiscal year gross earnings of \$95,835, and in net earnings of \$55,761 over the preceding year, which ended June 30, 1912. Now on the basis of these gross earnings, \$226,979, if we establish the value of the property by applying the 4 per cent basis, the property value which would accrue from this would be \$453,950, and the taxes on the same average tax rate of 2 per cent in Lyon County, would be \$9,079, as compared with the taxes paid for the year-period December 31, 1912, which was \$6,776, or an increase in taxes paid of \$2,323. Now, in order to reach this amount of tax it will be necessary to place upon the property of the Nevada Copper Belt, as I recommended yesterday, a valuation of \$9,000 per mile main track, and \$1,000 per mile sidetrack. The assessed valuation of the Nevada and California, which operates in the same territory, is upon the basis of 12 per cent of its gross earnings. The assessed valuation of the Virginia and Truckee is upon the basis of 7.85 per cent of its gross earnings. I am therefore unable to see why a valuation of \$9,000 per mile main track, and \$1,000 per mile sidetrack, is in any way excessive. I have with me the monthly reports of the Nevada Copper Belt from which these figures that I have just given were taken, and if any member of the board wishes to check the correctness of the figures I have given, or if the attorney for the company wishes to check them, the reports are here for that purpose.

Mr. Moore—I concede the figures are correct as a matter of course. The only thing is I think Mr. Shaughnessy is figuring the net income from the reports that they have had; when our fixed charge and our interest charge has been deducted from the income, it would leave the income about between four and five thousand dollars a month, would it not? The interest upon our total indebtedness?

Mr. Shaughnessy—After paying taxes and interest, it would reduce it substantially; I don't recall just what it would be.

Mr. Moore—That was the impression I meant to convey yesterday, and I know in the auditing, those matters are all carried ahead. The road has to pay the interest on its bonds, and those charges are deducted from the income, before we arrive at the net profit on operating the road. They don't deduct the betterments and new equipment from those. I don't think there is any difference between us upon figures, because those figures, I think, would have your checking on them, and the charge deducted would be in accord with the statement I made yesterday, that our net profit on the road for the last calendar year was between four and five thousand dollars a month. The figures that you have submitted there, showing that a tax should be paid by us upon a property valuation that would make our total tax in one instance \$8,000, and the speculative figures as to the future year's, or the coming year's business, raising the tax up to in the neighborhood of \$9,000. I will state, Mr. Shaughnessy, to you, and to the board, that our tax automatically increases this year in the neighborhood of a thousand dollars a mile on new equipment; so that that added with any increase of our present mileage, would bring our total property tax up to in the neighborhood of \$10,000 a mile.

Mr. Shaughnessy—But that is a new investment, Mr. Moore. That new equipment is not purchased for the current year; it is purchased for succeeding years as well as the current year, and it is in the nature of a new investment.

Mr. Moore—Oh, yes. My only contention in regard to that is that the county and State get that increase this year; get it every year, as far as that is concerned; but they get that increased tax this year just the same; they get an increase of a little over \$1,000 a mile upon our road upon new equipment, and the net profit to the road. I know that your figures are just as you have figured them out; but I also know if you will go over them, that you will find our net profit upon the operation of the road is a little over \$4,000. And for that reason I can only reiterate what I said yesterday, I think—in fact, the figures as submitted, show—that your contention showed that a fair tax would be a tax that would yield \$8,000, or in the neighborhood of \$8,000, total taxes. Am I not correct, Mr. Shaughnessy?

Mr. Bartine—I thought it was \$9,000?

Mr. Moore—No, that is on the future business; but I mean on the year's business. Around \$8,000, wasn't it, for this year?

Mr. Shaughnessy—No, it was around \$9,000. On the basis that I estimated it, it would amount to a tax of \$9,234.46. That is on an ad valorem basis of the physical value of the property.

Mr. Moore—That is on your estimate of the increase of the business the present year?

Mr. Shaughnessy—No, that was on the physical valuation on the cost of reproducing the property.

Mr. Moore—I see. Of course, that is the total cost and total tax.

Mr. Shaughnessy—No, sir, that is on the basis of 56 per cent of the physical value of your property.

Mr. Moore—I know, but that is the total tax we should pay in order to make it a fair valuation?

Mr. Shaughnessy—Yes.

Mr. Moore—Now, I submit to you and to the board, that if our mileage tax remains practically the same as it is, and our property tax; or if the total increase with our new equipment and all, runs our taxes up an additional—say the total property value up an additional \$1,000 or \$1,500 a mile, that we will arrive at practically exactly the same figures, without any increase in your mileage tax at all; and if it does increase, and we figure—

Mr. Shaughnessy—That would not be a fair way of computing it, for the reason this equipment you speak of is a new investment, a new property value that should be added, in addition to what is now being figured on.

Mr. Moore—That same equipment is represented in the figures you have submitted here.

Mr. Shaughnessy—No, I beg your pardon, Mr. Moore. I am estimating entirely on the road in its present condition, and the present amount of equipment you are operating with. Now, say you put in fifty new cars, for example, in order to take care of the business in the future.

Mr. Moore—If you are going to take that view of it, you should take the cost of the new equipment from our net profit for the last year to make that fair.

Mr. Shaughnessy—You can't do that. You are making the earnings which are before the board with your present equipment.

Mr. Moore—I don't think there is any difference between us on that, because I think the matter figured out, even if our mileage tax remains at \$5,700, that the betterments of the road, or the equipment and the betterments taken into consideration, will bring the State and county as much, or more even, than you have figured it was entitled to.

Governor Oddie—Are there any further remarks?

Mr. Moore—I will state just one other thing, Mr. Shaughnessy, for your information and the information of the board; and that is that the figures as to the increase in business, are not justified by the physical condition on that road, or in our district. The only two big shippers that we have, and the shippers that have brought us all the revenue, are the Mason Valley Mines Company and the Nevada-Douglas Mines Company.

Mr. Shaughnessy—The same condition obtains on the Nevada Northern Railway, practically the same condition.

Mr. Moore—No, sir, not by a good deal. The Mason Valley Mines people have a large mine, and the first year of the operation of the smelter they were compelled to ship a large tonnage to the smelter in order to keep up the tonnage in the smelter; and were also using the output of their mine for flux, to keep up the tonnage in the smelter; now they are increasing their tonnage over the main line to the smelter and every time they increase the tonnage over the other road, it detracts from our road; and I know it is their intention, and the policy of the mine and the smelter people, to ship as much away from Mason Valley as will keep the tonnage, what they require to keep, in operation at the smelter, and as much tonnage in lime from there as is required in the fluxing. So with any reasonable calculation, during the present year the Mason Valley tonnage will very materially decrease, rather than increase, because they are getting these properties ready for work.

Mr. Shaughnessy—That, Mr. Moore, I should think would be a matter for consideration by the board at its next meeting, if it results in a loss of revenue to your company.

Mr. Moore—I was only stating that, because you have figured on a probable increase in one set of your figures.

Mr. Shaughnessy—I simply did that in answer to your statement yesterday on the gross earnings basis. I did not take a gross earnings basis; I figured on an ad valorem basis of the property; and simply put this additional basis before the board for its consideration and information.

I think, in order to protect the interests of the State, and the county as well, but the State particularly at this time, that a fair valuation per mile of main track and sidetrack should be placed by the board on this property. With reference to the sources from which this revenue accrues, that is something that you are not concerned with; just so long as the revenues are there, that is all there is to it. With reference to the Nevada Northern, they make 75 per cent of their revenues from the transportation of ores and supplies of the mines and smelting company that owns the railroad.

Mr. Moore—As far as that is concerned, we make 50 per cent of the revenue from a property that owns—well, we make more than that, we

make probably 75 per cent of our revenue from a property that owns half the railroad, so that it is practically the same thing.

Governor Oddie—Is there a motion before the board?

The Clerk—No, there is no motion.

Governor Oddie—Gentlemen, we are open to further discussion, or a motion.

Mr. Sitton—Gentlemen, in view of the facts we have heard here this morning, and figuring on the physical valuation of this road, I think it should be placed at about \$8,000 per mile, and for that reason I move that the main track of this Nevada Copper Belt Railroad be placed at \$8,000 per mile.

Governor Oddie—Do you want to include the sidetracks in the motion?

Mr. Sitton—No.

Mr. Whitehead—I second the motion.

Governor Oddie—You have heard the motion. Are there any remarks?

Mr. Miles—I don't understand that that motion made a separate value for the sidetracks?

Governor Oddie—No, he didn't include the sidetracks; just the main line in the motion. Are you ready for the question?

The question is called for, and on roll-call the motion is carried unanimously.

Nevada Copper Belt Railroad Sidetracks

Governor Oddie—The next is the sidetracks of the same. We are ready for a motion on the sidetracks, gentlemen.

Mr. Sitton—Gentlemen, I move that the sidetracks of the Nevada Copper Belt Railroad be placed at \$1,000 per mile.

Mr. Leonard—I second the motion.

Governor Oddie—You have heard the motion; are you ready for the question?

Mr. Whitehead—It seems a little bit low to me, \$8,000 on the main line, and \$1,000 on the sidetracks, in comparison with other assessments made by the board.

Mr. Pohe—Mr. Chairman, I wish to do the right thing by the Nevada Copper Belt Railroad. Their sidetracks, outside of the sidetracks at the mines, are of very little use to them, there is very little shipping done. Some of the sidetracks have been run in for the ranchers to use at different times of the year; and outside of the sidetracks at the mine that are used every day for the ores, they are of very little use to the Copper Belt road.

Governor Oddie—Are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

WESTERN PACIFIC RAILWAY.

Governor Oddie—The next is the Western Pacific Railway and sidetracks of same. With the permission of the board I will ask Mr. Shaughnessy to make a statement.

Mr. Shaughnessy—The Western Pacific Railway operates mileage as follows: Main line, San Francisco to Salt Lake, 923.91 miles; branch line, Carbona to Tesla, California, 13.13 miles; or a total of 937.04

miles, out of which there is operated within Nevada 422 miles. The gross earnings for the entire system for the year 1912, were \$5,430,647. The gross earnings in Nevada for 1912 were \$2,057,997. The taxes paid in Nevada for the year 1911 were \$74,621.93; taxes paid in 1912, \$74,101.23, or a reduction of \$520.70 in taxes paid. The ratio of taxes paid in 1912 to gross earnings was 3.66 per cent. The assessed valuation per mile of main track by this board last year was \$10,000 per mile, and \$3,000 per mile sidetracks. The amount of property rendered on the basis of the \$10,000 a mile assessment for 1912, main track, would be \$4,273,000. The value of sidetracks, rolling stock and equipment on the basis of the 1911 assessment is \$407,800, making a total of \$4,880,800, rendered for taxation. And this is an average assessed value per mile of \$11,600. The reproduction value of the property I figure would be \$40,000 per mile, or \$16,880,000. The cost of the property as placed before the Commission in a rate case something over a year ago was \$17,205,667, or an average of \$40,800 per mile. I may say that since that time there has been included a substantial amount of betterments and improvements, and the average cost per mile creditable to Nevada at this time is something in excess of \$50,000. But on the basis of \$40,000 per mile as the cost of replacement, the ratio of assessed value given above to the reproduction value is 28.7 per cent. Now on the basis of an assessed valuation of \$20,000 per mile, or 50 per cent of the cost of reproducing the property, road and equipment would be \$844,000, which should be rendered for taxation instead of—well, I mean \$8,440,000 instead of \$4,880,000, which was rendered for taxation. If, however, the assessed value of the property is placed at \$17,000 per mile main track, the value would be \$7,174,000, and if the sidetracks are placed at \$3,200 per mile, and assuming that rolling stock and equipment would make an average for this class of property of \$3,200 a mile, there would be approximately \$1,350,000 more to be added to that, making a total of \$8,524,000, or 50.5 per cent of the reproduction value of the property. If the assessment is made on the basis of \$15,000 per mile main track, and \$3,200 a mile sidetrack, rolling stock and equipment, there would be returned for taxation a total property value of \$7,680,000, or 45.5 per cent of the reproduction value of the property.

I submit this information for your consideration.

Governor Oddie—With the permission of the board, I will ask Mr. Caine to make a statement.

Mr. Caine—Mr. Chairman and gentlemen of the board: The figures as submitted by Mr. Shaughnessy are substantially correct, in so far as figures in an accounting of this kind can be regarded as correct; and of course, being our own figures under oath, it does not become us to attack them, and I have no disposition to attack them, or to take issue particularly with any of the figures submitted by Mr. Shaughnessy, though in analyzing the general situation you will probably see where I cannot agree with the figures that he suggests would be the proper figures, or would be a basis for a proper taxation upon this road this year.

I may say that perhaps I stand before this board in a little different position than most of the tax attorneys who have come before you, in this, that I feel almost as though I were a member of the board, putting it rather strongly; but my interest in the Western Pacific is principally incidental, compared with my interest in the general situation. I am

employed by the Western Pacific today; I have no idea what my relation with that company may be tomorrow, neither from their standpoint or mine; but I am quite sure that I am going to be in Nevada for a long, long time, because I am going to have the principal thing to say about that myself. And so, as I listen to the deliberations of this board, and hear the various difficulties of the state government coming up, and the various angles of taxation, I am exceedingly interested in it, and there is no classification of property here that is voted upon, that I don't take just as much interest, and that does not affect me, or interests with which I am very closely connected, perhaps more than the railroad assessment. And so I say I think I look at this tax proposition from a little different angle, perhaps, than most of the gentlemen who have appeared before you. I realize the necessities of the State, and I realize that perhaps in this meeting we have been looking at it from just one standpoint, that we have been forgetting the general situation. We have been looking at it from the standpoint of "we need the money," without figuring from just where the money is coming. Sometimes in the earnestness of your discussion, it would look as though this were a peace conference levying a tribute upon an enemy, rather than an assemblage of representative citizens figuring on how they were going to take some money out of their own pockets to conduct their business; and we must not overlook the general situation. While raising taxes this year to meet the situation is a very vital proposition with us all, having something to raise these taxes on in the future is something we must not overlook either. You have your Publicity Commission getting out its literature, showing what a fine State Nevada is to invest in and for people to come to, and it is profusely illustrated, showing alfalfa higher than a man sitting on a horse; it has pictures of cattle on a thousand hills, and so on; it is a very attractive piece of literature, and it is doing good work. Your Governor has been a missionary, spreading the gospel of Nevada most effectively in the East during the year. Your Railroad Commission is doing good work in showing up Nevada; but, believe me, the little book that goes out of this meeting every year, with its little gray cover, and its long lists of dry figures, is the most important publication that is gotten out by the State of Nevada; I mean the book reporting the proceedings of the Assessors. And the best advertising, and the best picture that you can put up to the people that you are trying to reach, and the people you have spent \$50,000 on, perhaps, in the last two years trying to reach, is the statement that looks good to the man that wants to invest money; a statement that according to gross earnings the percentage of taxes is low. As I say, we must be careful, it seems to me, in levying these assessments, to show that we are working on a sound basis, and that this is a safe State to put the money in. And these are hard facts that go out in this book. The Publicity Commission's reports, and the reports of Chambers of Commerce, and so on, are merely say-so, but these are the things that the men who have money invested in the State, and the men who are figuring on investing money here, are interested in. And I don't think when they pick up that book and look and see—here is a big corporation, for instance, with millions of dollars deficit every year, being taxed 6, or 8, or 10 per cent upon its gross earnings, that it makes a very good picture to the investor who is here, or to the other investor who may think of coming. Now, those percentage may not be unusual

in other States, but that makes no difference; we have our own fight to fight here; and, as I say, we have got to be careful; we must not let the opinion or the impression go out that just so long as we get money in here, because we need the money, we are going after it willy-nilly—we are going to get it.

Now, in Nevada we don't need people so much as we need money; when we get money in here in the shape of industry, we will get people, and we cannot do anything with people until we do. So you want to show by this board, because it is the most representative and most vital board that has anything to do with the development of this State, that we are working on the soundest business principles. And you have got to look the general situation in the face when you get to levying these assessments. Take, for instance, the Western Pacific Railroad; take Elko, as probably the most prosperous town in the United States; and when I say that, perhaps in the world; a few years ago, I don't suppose in ten years that town gained a hundred inhabitants; I don't suppose there were twenty buildings built in ten years there. A new barber would come to town, and bring in all the latest improvements, he would stay there about six months, close up and get out. Everybody who was there was very prosperous; everybody had a bank account, and was getting along finely. A new doctor would come to town, and pretty soon would leave. It was the most prosperous community in the world, almost. There was no field for new people, and they didn't come in. The Western Pacific came in there; and eight or ten blocks on the hill that a few years ago was a howling wilderness—Governor Oddie knows it—, those blocks have now perhaps fifty houses on them, valued at from \$2,000 to \$10,000. And many hundred people have come in. The pay-roll is over \$20,000 a month, and the town is going ahead. New professional men can come in, and new business develops; and even if we didn't get a dollar's tax out of that road, we would be ahead of the game. You heard Mr. Brown speak of that new survey line. Now, do you think men who have money to invest, will be willing to put their money in without looking over the situation? I know that railroads don't build railroads because of philanthropy, and don't go through dead territory, if they can go around it. I know when they do go through a territory, they do the country good. That road running from Palisade south, the State could afford to remit the taxes for ten years; it would not, perhaps, be the right thing to do, but the State could afford to do it. I heard an Assessor say the other day he let a portion of taxable property escape taxation every year, because if he taxed it, it would not be there to tax the next year, and it was the basis of considerable prosperity in his county.

I say in levying these taxes you have to bear in mind the general situation, and take each road and class of property by itself. And I claim the Western Pacific is in a unique situation, and if you apply cold-blooded figures to it, these valuations might properly be all right; but if you take the general situation, and assess this road just like you assess other roads, we are not entitled at this time, and I believe it would be unwise, looking at it from the standpoint of the company I represent, and the general situation, to make any such raise, even if an absolute necessity, as suggested by Mr. Shaughnessy. While I realize those figures are comparative, and I don't take exception to them in the

spirit in which they were placed, but in assessing here you have taken into mind the general situation; you have by at least two assessments said that property which was intrinsically of the same value, was not worth the same for purposes of taxation. You took stock cattle, and you said the same grade of stock cattle was worth \$20 in certain counties, and only worth 90 per cent of that in other counties, while they all go to the same general market. You recognized the particular condition there. An animal worth \$20 in certain of the counties along the railroad, as a matter of fact, is not worth but 90 per cent of that in other counties, and yet, animal for animal, on the reproductive cost of them, I presume they were just the same; but you recognized a condition. Take 160 acres of Government land; you get it from the Government at \$1.25 an acre; let it have the same water right, let it have the same fertility, let it have the same soil, let every acre produce the same number of tons, the land is worth exactly the same physically; and yet if one is located one place it may be worth ten times as much as another tract located at another place. You could not possibly assess it otherwise. So, I claim that a railroad in one position under surrounding circumstances, doing thus and so, can be assessed upon one basis, and if you take another one on another basis, and in another situation, you have got to assess it differently, because that is the way you assess everything, and it is the only way to assess it. It is the way that appeals to your sense of justice; and it is the way that appeals to the sense of justice of the man who pays the freight. And, as I say, our road is unfavorably located, and it is not earning the money that would justify, as I take it, the tax that has been suggested.

Now, you have heard a lot of talk about the reproductive value of a property, and that for the money that is put into the property, you should proceed to assess it. Well, in one way, that is true, looking at it from the standpoint of the man who has got to place the tax on it; I don't know of any fairer way to arrive at it than it has been arrived at here; but looking at it from the standpoint of the man who has got to pay the tax, I can see quite a different way of looking at it. For instance, to go back to the farm again, suppose one of those farms is located at a place where the situation is such that you have got to pay more to get your stuff in there; suppose a fellow's credit is not good, and he has got to submit to different prices for material and improvements on his property, as against the fellow having the more favorable location. It is not fair to penalize him; he has gone out into a new territory and blazed a new field; and to say because you had to put so much more money into this property than your neighbor down there had to, because of the general situation, we will penalize you for that industry, we will penalize you for your enterprise. You have to make allowance for him, even though the man actually did put the money in. That is what you have got to figure, when you take up any particular property to assess it. The total money we put into a railroad does not represent what that railroad is worth by any means; and the money we turn back into betterments does not increase the value of the road, as you might suppose. For instance, on our road—a new road—the cost of maintenance of a new road is great, and the depreciation is great, the settling of the right of way, and all of those things; and it is a question of pouring money in there, not to make that road any better, but to keep

it up to par, so that the carrier can perform its duty safely and properly to the public. It is not really increasing the value of the property, it is merely holding the property up.

Again, we lost a tunnel last year; that tunnel had to be replaced; we haven't any better tunnel, not as good a tunnel as our first one, and yet that has got to show. Suppose a man has a ranch—one of these ranches again—and has a \$10,000 house on there, and it burns down; and he loses his cattle on account of a hard winter; and he turns around and borrows money and rebuilds his house; and he borrows more money from the bank and buys more cattle; and to put himself whole again, he has had to borrow \$30,000 on a \$25,000 or \$30,000 investment originally. He now is in \$50,000; the place has cost him \$50,000, but if you were buying it, would you pay him \$50,000—\$25,000 for the house that was burned, and the cattle that are dead? But, on the other hand, if he owes the bank \$50,000 can he sell for \$25,000? If he does, he is still in the red at the bank \$25,000. He has got to stick on, and make \$50,000 on that \$25,000 plant, until something happens to bring him out. So with railroads. We have to put a good deal into betterments; we have to put a good deal into improvements and replacements, and so on. Mr. Shaughnessy doesn't know what our road cost; we don't know what it cost. We know what we put in there, that is true; and I stated it to you correctly; but just how much of that is actual physical valuation of that road, nobody knows as yet, because there is a lot of it gone in like I tell you, and a lot of it that is necessary. We went behind last year something over three million dollars, therefore our road is worth three million dollars more, three million ought to be dragged out of it. It is on the Western Pacific, but not on this coast, and that has been going on for years; and if you go back far enough and long enough, you can see how valuable our road is going to be, on the proposition of what our road cost us. You can see that, and that is the situation.

Now, our road last year you figured on a basis of \$5,500,000, estimating on two months, and you assessed us on that basis. We didn't have the figures last time, and that estimation was fair, but it was in excess of our earnings, and in excess of our earnings this year, if you compare the figures on the estimated earnings, I would say that the figures of Mr. Shaughnessy show a substantial decrease in net earnings. The fact is, we didn't decrease in net earnings last year, but that estimate was too high; we did increase in net earnings, but not very much; and on the sworn statements of the Secretaries of State, I find our deficit was \$2,281,000; that is chargeable all along the line; but to the fellow making the investment, that is substantial, and he cannot understand why his taxes in Nevada should be jumped from 4 per cent, or nearly so, as it would be in figuring on the six months ahead, instead of the period he may have had to figure—our per cent is about 4 per cent. If this 70 per cent raise were made, you see where we would go next year, and our net earnings are not going up very much more next year than this year. It is not going to satisfy our stockholders, or make them feel just right; it is not going to make them feel like putting in any more money.

From the showing, we ought not to be raised at all; but I appreciate that we had to be to meet the general situation; and because our road perhaps has not been assessed up to what it should have been; but, as I say, this physical valuation from those figures is not exactly fair. That

is one proposition I make; and you can all see that there is a lot of money in there that you could not get out; that you could not charge anybody else for, if you were going to change the ownership of the property. The next thing is that we all have to recognize that different sets of property, having practically the same intrinsic value, differently situated, producing differently, have to be, and are being assessed absolutely different every time you add a name or figure an assessment on your roll. We feel in figuring our assessment that you should do the same thing. I don't care to draw any comparisons between the assessments you have made on other roads, or draw comparisons of any kind; you can do that as you see fit; you have to use some basis. But the fact is, if you were in the business of buying a railroad, and if you looked at the reports and figures, the Western Pacific Railroad is the last railroad in the State of Nevada, that is going and active, that you would buy as an investment. It may be if you were dealing in futurities, it is the best investment in the State of Nevada; but it is not at the present time. And, as Mr. Whitehead has very aptly remarked here on a good many occasions, we cannot deal in futures to any great extent.

Now, the Western Pacific Railroad has done a lot for the State. Last year we spent in wages \$494,000, and some cents. That helped create new values; that went into the channels of trade, and that was a wage in Nevada; and against that Nevada actually turned into the Western Pacific a matter of \$220,000 only, leaving a deficit. Of course that does not take into account the through business, to which Nevada is properly entitled. But we have created within the last few years \$5,000,000 worth of values, upon which we are now paying taxes, and from which we have received as yet no return, and from which we cannot hope to receive a return for a good long time. It is awfully easy to say five, or six, or seven thousand dollars a mile excess or raise, but when you come to figure that you are going to double a company's taxes, when it is not earning anything, when it had a deficit last year of nearly three million and a quarter—over three million dollars—and then to give it a 70 per cent raise on taxes, it does not look right; it unsettles business. The company hardly has the right to figure it would be so treated. Now, first, we were very kindly treated by the board, and always have been, and expect to be, because we know that you are doing just the right thing. Another thing—just one little comparison: You have taken the Nevada Northern, and you have said, there we will assess more than actual cash value, we will assess more than on any other scale, because of the peculiar situation and the vast earning powers of that road. You have assessed that road outside the law, practically, according to the figures, and I only get them here, and draw the same conclusion that the rest of you did. So it seems to me that when you arrive at a conclusion that because a property is highly remunerative, that you can assess it according to the necessities of the situation, and what they can stand, when you know that a property is not remunerative at all, that it has a large deficit every year, it seems to me that the rule ought to work backward, and a property in the situation the Western Pacific is in, should be measured by the same scale, and receive the advantage of the working of that rule.

I thank you, gentlemen. As I say, gentlemen, a raise of 70 per cent, or a raise of 50 per cent, or a raise of 25 per cent, is more than you are going to raise the other property in this State, as a general proposition.

I think and I hope that is more than you would raise mine. And, talking about this taxation situation and question, it may be there is lots of tax-dodging; we hear about Elko County dodging a lot of taxes. But I know of lots of people who are paying taxes up there, and it is a big item to them; lots of them have got to go to the bank and borrow the money to pay their taxes; and I don't think raising the valuations here cures the situation at all—it helps. As I say, a raise of 25 per cent over last year, is a raise that is vital to a company in the situation we are in. Corporations are just as hard up as individuals, and have to work as hard, and harder, to get their money; and if money has got to go overhead this way, it cannot go into betterments and the development of the company; and I say as a business proposition, the State of Nevada, now desiring enterprises to come in here, paying money to get them in here, could well afford to remit taxes here and there. We cannot do it, but as an ethical proposition we can talk about it. And while, as I say, Mr. Shaughnessy's figures are just as they are, and I don't take any exception to them, except in analyzing what the actual cash value of the road is, it does not represent all of the money that is poured in there. There is no other way to get at it, it may be said, that is the way you figure; but there is a difference in assessing the actual physical value of a property, and turning that property round to make it pay off a load that the property has incurred in some other way. And I say I feel that the raise of 25 per cent in our tax—the first year you raised us 50 per cent, which was considerable in view of our situation—last year you raised us 33 $\frac{1}{2}$ per cent—it was considerable, it met with comment and objection, but it was all right, the board did more than one could almost expect; but I say if we are raised 25 per cent this year, whilst perhaps we ought to go to 70 per cent, it is too hard on us. And I talk to you not only as representing the road, but representing the general situation. I know you are going to do what is right; and I think you appreciate my remarks and how I feel about it; but whatever you do we will have to stand it; but you have to keep in mind the tomorrows, as well as the todays, and we cannot take this all up at once, and all up at one place; and an ill-advised assessment does not look good going out to the world. My little book of the proceedings of last year's meeting of the board, I believe is in London now; I was requested from New York to send it to the general offices. They study those things; and we don't know just what effect something we do here, or something we say, may have; and it is not a light matter by any means. But I want to meet you not only as a representative of this road, but as a citizen, fairly and squarely on this proposition, and accept the worst, and be glad it is no worse; and I thank you, gentlemen, and beg your pardon for taking up so much of your time.

Governor Oddie—Mr. Shaughnessy, would you like to say anything more in this matter?

Mr. Shaughnessy—There is hardly anything further I can say. I have put the matter before the board on the basis of an ad valorem valuation of the property and the real value of the property. Much of what Mr. Caine said is true with reference to the financial condition of the road; but I imagine the Assessors can find that condition to be true with many other forms of property that they assessed; and, so far as I am concerned, in order to be consistent, I am forced to recommend that the same rate of assessment be placed against the fair physical

valuation of that property as has been placed against all other railroad properties; and that is on the basis of 50 per cent of \$40,000 a mile, or an assessed value of \$20,000 per mile. Anything under that, I hardly see how this board could afford to go lower than on the San Pedro, unless they are willing to take into consideration the financial difficulties in which the Western Pacific finds itself at this time.

Mr. Caine—Just one moment. Mr. Sitton just handed me some figures, and he wanted to know if the cost of our road, \$86,892 per mile, was correct; and I told him in one way I presume that is correct; in another way it is not correct, it could not be.

Mr. Shaughnessy—That is the total valuation of all property, through the mountains and everywhere else; and that is the total cost, or the total amount expended from the time they first began construction; it is the cumulative cost, the cost of reproducing the tunnel, and the very expensive cost of construction through the Sierra Nevada Mountains. But the figures I have placed before the board are on the basis of the cost of constructing the property segregated to the Nevada mileage.

Mr. Caine—There is one explanation I want to make in regard to that. For instance, of the money we actually put into the road. Our bond issue was \$50,000,000 on the first issue, and \$25,000,000 on the second, and everybody knows in placing a bond issue of that kind, we have to lose probably from seven and one-half to ten million. Probably the actual money we got to construct that road was not over \$65,000,000. Of course we have issued \$75,000,000 worth of bonds; those bonds have been bearing interest since 1905—some of them. The second issue came out in 1907, as I remember; but that does not represent the value of that road; it represents the money that is in it, but it does not represent what the road is worth, or what anybody else would give for it in its present condition. And you take our bonds, first mortgage bonds, selling at about 88—87 yesterday—that would bring that issue down to about \$44,000,000. Now, the second mortgage bonds held by the Rio Grande would be worth not over fifty—not on the mortgage, but the second issue of bonds taken by the Rio Grande—because they could not be floated, so the actual value as a security proposition of the road today is not over \$55,000,000. If you take off 20 per cent for betterments, you come down to something less than \$50,000,000; and take approximately a thousand miles of road—getting at the figures roughly, I am not a lightning calculator—would be \$50,000 a mile; and anybody knows that the road over in California is worth very much more than in Nevada. The cheapest road we have is in Nevada. Take the Feather River Canyon, it is probably one of the most expensive pieces of railroad construction in the world; and when you get out of the Feather River Canyon and strike Oroville, you go through the heart of the best land in California; the right of way cost a great deal of money; almost a million dollars to get a right of way through Sacramento; so I think the road in California is worth three times as much as in Nevada. If you figure what the road is worth in Nevada, it is hardly \$20,000 a mile from those figures, and I don't see what is the matter with them. Your property is really not worth any more than what people would give you for it; there is the point; and certainly the road in Nevada does not compare with the road in California; and on that bond issue our road would not be worth \$20,000 a

mile through, eliminating the sidetracks and improvements; and I cannot see, as a business proposition, how the road in Nevada which you are assessing is worth anywhere near \$40,000 a mile; you couldn't get it, nobody would give it.

Mr. Sitton—I would like to ask Mr. Shaughnessy one question, if he will look back at the San Pedro, and see what the basis was on the physical valuation of that road.

Mr. Shaughnessy—On the San Pedro I placed before the board as the average cost of reproducing the main line of that property, \$40,000 per mile, or the same as I have given for the Western Pacific. Approximately, \$15,000 a mile, as the cost of reproducing the branches, and that would be a total valuation of the main-line property within Nevada on 212 miles of \$8,480,000; and the average cost of reproducing the branch mileage, \$828,000, or a total of \$9,308,000. And I recommended that the board put upon that property an assessed valuation of \$20,000 per mile main line, or substantially 50 per cent of the reproduction value thereof. The board in its deliberations felt that that was higher than the average of other property, and voted to place an assessment of \$17,000 per mile.

Mr. Miles—Mr. Chairman, I move that we adjourn until 1:30 o'clock.

Mr. Lemaire—I second the motion.

Upon the question being put, the motion carried unanimously.

Accordingly, at 12 o'clock, noon, the board took a recess until 1:30 o'clock p. m.

Afternoon Session

The board resumed its session, pursuant to recess, at 1:30 p. m.

Governor Oddie—Let the meeting come to order. I will ask the Clerk to call the roll.

Upon roll-call all members of the Board of Revenue and State Board of Assessors answered present, with the exception of Attorney-General Thatcher.

Governor Oddie—We were discussing the Western Pacific this morning. Are there any further remarks on it?

Mr. Weathers—Mr. Chairman, I move that a valuation of \$14,000 per mile be placed on the main line of the Western Pacific Railroad.

Mr. McTerney—I second the motion.

Governor Oddie—You have heard the motion. Are there any further remarks?

Mr. Whitehead—Mr. Chairman, I don't want to go on record as finding any fault with the actions of the board, or anything of that kind. We have already made one assessment, which seems to me to apply in nearly every detail with this one; and while I feel like complimenting Mr. Caine on his talk this morning, still I think every argument made applies to the San Pedro Railroad; all the conditions mentioned, as far as I can see, apply to the San Pedro, and we have assessed them at \$17,000 per mile, and while it might appear to be a big jump from \$10,000 to \$17,000 on the Western Pacific, at the same time it seems to me in all fairness they should be assessed at practically the same; the physical valuation seems to be about the same—that is, the reproduction value seems to be about the same. They are both up against the same proposition when it comes to competition, competing lines take the business that they think they ought to have, and, all features taken into consideration, I cannot see where we can consistently place one at \$14,000

and the other at \$17,000. And in view of these figures, if the board as a whole feels that the San Pedro assessment is right, and it is not too high, I would feel like offering an amendment to the motion, which I will do, making the valuation \$17,000 a mile, instead of \$14,000.

Mr. Arrild—I second the motion.

Mr. McTerney—Mr. Chairman, I don't mean to flatter the Salt Lake road, that it is any better road than the Western Pacific, but there is a considerable difference in the lines of the roads. The Western Pacific is a very new road, and I took that into consideration in seconding Mr. Weathers's motion. It has scarcely been operated; that is my view of the lower assessment.

Governor Oddie—Is there a second to your motion, Mr. Whitehead?

Mr. Arrild—I seconded the motion.

Governor Oddie—You have heard the amendment to the motion. Are there any further remarks?

Mr. Ingalls—Mr. Chairman, I believe the net operating revenue per mile of road on the San Pedro is \$1,681, and on the Western Pacific it is only \$633, a little over $2\frac{1}{2}$ times as much difference in the two figures—\$1,680 and \$630—of the net operating revenue per mile on the roads. If you go on that basis there should be a difference in the valuation of the two roads.

Governor Oddie—Perhaps Mr. Shaughnessy might give us some light on that point.

Mr. Shaughnessy—The difference in the net earnings per mile is largely due to the greater mileage that is operated. You see the Western Pacific operates 422 miles as compared to 212 miles of main line on the San Pedro, necessarily that makes the San Pedro's earnings greater per mile, because of the lesser mileage. The aggregate gross earnings, as I recall them, made by the Western Pacific were \$2,057,000; and the gross earnings made by the San Pedro, creditable to the Nevada mileage, were \$1,500,000.

Governor Oddie—Are there any further remarks?

Mr. Ingalls—I will make a motion to amend the amended motion, to make it \$15,000 a mile.

Mr. Miles—I second the motion.

Mr. Ingalls—For the reason we raised the San Pedro \$5,000 a mile, and that will be a raise of \$5,000 a mile on this road, and give them the benefit of the doubt. Some think it should be \$17,000, and some think it ought to be \$14,000, and not to go wrong, we don't want to make it too high, and don't want to make it too low.

Mr. Lemaire—I second the motion.

Governor Oddie—Are there any further remarks on the question of the amendment?

Mr. Whitehead—Last year we assessed the Western Pacific at \$10,000 a mile and the Salt Lake road at \$12,000 a mile; we gave the Western Pacific the benefit, as I remember it, of the amount under the Salt Lake, because of the fact they were practically still under construction. In view of the fact it is a year since then, and they have been turned over to the operating department, and conditions made more equal, it seems to me, even though it is a jump, at the same time, they are not in the same condition as they were last year. They are turned over to the operating department and are in better condition to be assessed on the

same basis as the San Pedro, than they were last year, so that the argument they should be assessed, or raised \$5,000 each, would not necessarily hold good in that case.

Mr. Caine—Our net earnings, however, if our condition was better, did not increase practically anything, no matter what our condition may have been. With reference to construction, our net earnings as reported, and as they are, were really lower than the board figured on last year; and they did not increase in any particular amount, just a few thousand dollars over the year previous.

Mr. Whitehead—Mr. Chairman, there is another feature; I think that the Western Pacific has about 420 miles of road, while the San Pedro has about 200 miles of road, and they pay practically about the same amount of taxes to the State of Nevada; one claims about \$86,000, I think, and the other \$88,000. The San Pedro paid about \$2,000 more taxes to the State on 200 miles, than the Western Pacific did on 400 miles, which is due perhaps partially to the different rates in the different counties.

Mr. Shaughnessy—I might say further for the information of the board that the earnings for the current fiscal year based on the first three months show quite a substantial increase; and if it continues throughout the balance of the year, which will end June 30, 1913, the gross earnings will be \$2,526,813, or an increase of \$468,816. That shows in a general way, what the condition of the property is at the present time.

Mr. Ingalls—That is on the Western Pacific?

Mr. Shaughnessy—That is on the Western Pacific. While, of course, from a financial point of view, considering this company's bonded indebtedness, and the difficulties they had in financing their road, and the further difficulties that confront them in trying to do business in Nevada in competition with the Central Pacific Railway, which adequately covers the territory, they might, under those circumstances, be entitled to consideration; but when we come down to a consideration of the various railroad properties that are being valued throughout the State, I don't think it is unreasonable to place the same valuation upon the Western Pacific that is placed upon other properties of the same character. That is the way it would seem to me in the interest of uniformity.

Governor Oddie—Are there any further remarks? The question now is on the amendment to the amendment, making the valuation \$15,000 a mile. Are you ready for the question?

Mr. McTerney—Question.

Governor Oddie—I will ask the Clerk to call the roll. This is on the amendment to the amendment. The original motion placed the value at \$14,000; that was amended, placing it at \$17,000; and the amendment was amended, placing the value at \$15,000. The vote now is on the amendment to the amendment, placing the value at \$15,000 a mile.

Upon roll-call the vote was as follows:

Yeas—Messrs. Weathers, Ingalls, McTerney, Leonard, Lemaire, Pohe, Grutt, Seeman, Seeman, Hayes, and Miles.

Nays—Messrs. Sitton, Whitehead, Arrild, Ronnow, and Malley.

Governor Oddie—The motion is carried on the amendment to the amendment. The original amendment is now amended to read \$15,000:

I will ask the Clerk to call the roll on the original amendment as amended.

Upon roll-call the motion carried unanimously.

Governor Oddie—The amendment as amended is carried. The question now is on the original motion as amended, making the value \$15,000 a mile. I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

Western Pacific Railway Sidetracks

Governor Oddie—The next is the sidetracks of the Western Pacific. We are ready for a motion, gentlemen, on the sidetracks.

Mr. Leonard—Mr. Chairman, I move the sidetracks of the Western Pacific be placed at a valuation of \$3,200 a mile.

Mr. Pohe—I second the motion.

Mr. Miles—I would like to ask if that is a higher valuation than was placed on the sidetracks last year?

Governor Oddie—What was the value last year?

Mr. Shaughnessy—\$2,500.

Governor Oddie—They were placed at \$2,500 last year, and it is now \$3,200. I will ask the Clerk to call the roll.

Upon roll-call the motion carried unanimously.

SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD.

Mr. Waters—If I be in order, I would like to make a request at this time, and my reason for making it now is that certain facts are fresh in the minds of the members of the board. I shall not make any argument on my request, will simply ask, and further than that, will demand, as a taxpayer, or a representative of a taxpayer, that the San Pedro road valuation be reconsidered, and that the valuation be placed at \$15,000 a mile.

Governor Oddie—You have heard the statement of Mr. Waters, gentlemen. Are there any remarks to be made?

Mr. Whitehead—Mr. Chairman, in view of the fact that Mr. Waters has asked for a reconsideration, and that there may be some members of the board who consider that it has been assessed too high, as compared with the other road, I move that we reconsider the matter of the San Pedro, Los Angeles and Salt Lake Railroad.

Mr. Lemaire—I second the motion.

Governor Oddie—You have heard the motion. Are you ready for the question?

The question was called for, and on roll-call the vote was as follows:
Yeas—Messrs. Sitton, Whitehead, Arrild, Weathers, McTerney, Leonard, Lemaire, Ronnow, Grutt, Malley, and Stern.

Nays—Messrs. Ingalls, Pohe, Seeman, Hayes, and Miles.

Governor Oddie—The motion is carried by a vote of 11 to 5. The matter is open to reconsideration.

Mr. McTerney—Mr. Chairman, I move the valuation be placed at \$15,000 a mile.

Mr. Sitton—I second the motion.

Governor Oddie—It has been moved and seconded that the valuation be placed at \$15,000 a mile.

Mr. Ingalls—Mr. Chairman, if we reconsider this road, we might go back and consider all these roads we went over, and everything else we went over. While there might be a question as to whether these

roads ought not to be assessed the same, and both at \$17,000 a mile, still, after getting through with a matter, and then going back and reconsidering it, it seems to me we could reconsider everything we have done. I don't think it is a good business proposition to reconsider.

Mr. Shaughnessy—On the same basis, gentlemen, the Central Pacific, and all these other properties are entitled to reconsideration, if you are going to reduce the San Pedro assessment.

Mr. Whitehead—In behalf of Mr. Waters I made the motion to reconsider. And while I think the valuation as placed by the board of \$17,000 was not out of proportion with our other assessments on the whole, I did feel it was out of proportion with the assessment made on the Western Pacific; and my object in bringing it before the board was to see if there were enough of the members who felt that it was too high at \$17,000. That does not necessarily mean I will vote for any change in the valuation.

Mr. Ronnow—Mr. Chairman, that is my idea too. If they are going to reconsider, or place a lower valuation on the road I would ask that they reconsider the branch of the San Pedro, that is that part going to Pioche, the Caliente and Pioche branch. While I have no figures on that branch, I know in my mind, they have been doing considerably more business lately than they have heretofore; but owing to the fact I thought we were giving them a good assessment on the other, and this being a branch and included in their main line, I moved to leave the valuations as they were before; but if we are going to lower the valuation on the main line, I would ask for a raise on the Caliente branch.

Mr. Waters—I just wish to say, Mr. Chairman, that two wrongs cannot make a right; and I believe we are entitled to equity in this board, as a taxpayer in the State, and one of the largest taxpayers in the State. Two wrongs will never make a right, and we are entitled to a square deal here. If all the roads had to be reconsidered, that would not change the proposition at all.

Mr. Miles—Mr. Chairman, I suggest that when we place a valuation on the road, on the Los Angeles and Salt Lake road, that we place it at the same valuation of \$17,000 per mile; then if the board sees it is not in proportion to the Western Pacific, to reconsider the Western Pacific, and put it in proportion to all other lines in the State.

Mr. Ingalls—I think this is child's play. If we go to reconsidering, we can reconsider everything we have done here for five days. If we go to reconsidering, I think the more we work at it the worse it will be, and we can put in five days more. The motion made, I understand, is to place the valuation at \$15,000 now?

Governor Oddie—Yes. That motion is made and seconded. That motion is before the board.

Mr. Ingalls—I will make an amendment to the motion, placing it at \$17,000 a mile.

Governor Oddie—I would like to get the record clear. Who made the original motion, placing it at \$15,000?

The Clerk—Mr. McTerney, seconded by Mr. Sitton.

Governor Oddie—Now, Mr. Ingalls, you make a motion to amend that by placing it at \$17,000?

Mr. Arrild—I second the motion.

Governor Oddie—The question is now on the amendment. Are you ready for the question?

Mr. Pohe—Mr. Chairman, the San Pedro road, on our order of business of railroads, stands seven. There was not a word said about the San Pedro in regard to any other road, until we reached the last road, and then the comparison was made with the action of this board on the Western Pacific. Now I think it is a great deal more in order that we go back, if any error has been made at all, and reconsider the Western Pacific: as evidently up to this time the San Pedro road must have been all right. Now if there is any error at all it must be on the Western Pacific, not on the San Pedro.

Governor Oddie—There is a motion before the board, gentlemen.

Mr. Miles—Mr. Chairman, while I am not an attorney, not an authority, I think the Supreme Court of this State has said that because one property escapes taxation, is no reason why the other should. If we should fail to assess the Western Pacific entirely, it is no reason why any other property should escape taxation; and if there is a just value placed upon any and all of them, it should be on all alike, of course. I think the comparison between the two lines is very similar, and I will say, that in my opinion, \$17,000 is a fair valuation.

Mr. Ingalls—I feel just the same as Mr. Pohe in this matter, and perhaps this northern road we didn't assess high enough; and to compromise and make things agreeable to the boys up there, who thought \$17,000 was too much, I made that motion of \$15,000, as a compromise proposition. But I think, as Mr. Pohe states, that we went along up to this time; and now if we haven't assessed this road high enough—this northern road—and the other is too high in comparison, we might go back down the line, and reduce all the property we went over in proportion. There is just as much reason to do so as to go to lowering this road down to the San Pedro; we could bring them all down in proportion, if we are going to consider anything of that kind. If this road has not been assessed high enough at \$15,000—my idea was to place it at \$17,000, but to give them the benefit of a doubt, I voted to place it at \$15,000.

Mr. Hayes—Has the amendment been withdrawn placing it at \$17,000?

Governor Oddie—No, there is an amendment before the board now.

Mr. Hayes—Placing it at \$17,000?

Governor Oddie—Yes.

Mr. Lemaire—Mr. Chairman, I think that a valuation of \$17,000 is too high on the San Pedro road; that is, according to what other roads have been assessed here; and I will make an amendment to the amendment placing a valuation of \$16,000 per mile on the road. I think that is nearer right than any.

Governor Oddie—Is that seconded?

Mr. Leonard—I second the motion.

Governor Oddie—Now the question is on the amendment to the amendment. Are you ready for the question?

Mr. Miles—Mr. Chairman, it appears to me that to place this value at \$15,000, would be placing it below the proportion of other properties. This road, as I understand it, has connection with eastern lines at Salt Lake City; has connection with lines from Oregon; it has connection on the west with other lines on the coast, and also with steamboat

traffic at San Pedro; and I am under the impression that to go below \$17,000 is going below the proportion of other properties. While I don't want to do them an injustice, I want to treat them and all other taxpayers alike, and with justice; but I think, taking everything into consideration, that \$17,000 is little enough.

Mr. Pohe—I think we considered that pretty thoroughly when we went over it, and voted by a unanimous vote. Before we vote on any amendment, I would like to have Mr. Shaughnessy's report re-read, so as to refresh our minds—or my mind, anyhow.

Governor Oddie—Mr. Shaughnessy, will you give a synopsis of the figures.

Mr. Shaughnessy—The San Pedro, Los Angeles, and Salt Lake operates a total of 1,134.60 miles. The Nevada mileage is 267.10, out of which 212.58 is the main line, which was assessed at \$17,000 a mile. The gross earnings creditable to Nevada mileage in 1912 were \$1,584,010.74. The taxes paid in Nevada for 1911 were \$80,000, as reported by the tax agent; but, as before stated, that figure does not show in the auditor's report, and I submit that it should be reported by this time; instead, it is shown as \$76,000, and some odd. The ratio of taxes paid to gross earnings for 1912 was 4.82 per cent. The reproduction value of the road and equipment I have put in on the basis of \$50,000 a mile. I have no actual reproduction basis upon which to base those figures, but I base them by a comparison with the cost of reproducing other standard property such as that is. The San Pedro line is in a splendid condition today, and is one of the standard transcontinental properties, or a portion of such standard road. It is practically the same standard of equipment and line as the Union Pacific and Northern Pacific, and other lines of that character; and I estimate from what it would cost to reproduce these other properties that the actual figures would show that the cost of reproducing the San Pedro road and equipment would be approximately \$50,000 per mile. I should have said that the cost of reproduction, in line with my original figures, was \$40,000 a mile. By reason of not having the actual figures, I put it in at \$40,000 a mile for reproduction of the road and equipment. To safeguard by estimate, I reduced it \$10,000 a mile, and made it \$40,000 a mile; and that was the basis on which I put the figures before you; and on that basis recommended that the assessed valuation of the main line be placed at \$20,000 a mile. That would be a reasonable and fair assessment. Including branches, sidetracks and equipment, the assessed value would aggregate about 55 per cent of the reproductive value of \$40,000 a mile. All of the valuations covering the railroads which I have placed before the board, are, I believe, conservative, just and fair.

Now, in the matter of equalizing the values. Mr. Waters, gentlemen, has taken the proper ground when he asks you to reconsider his property value. I put the same identical kind of figures before you for the cost of reproducing the Western Pacific, and while it is true the Western Pacific is just beginning operations, and is not in a good financial condition, and it will probably be some years before it is, nevertheless, the physical value of the property is practically upon the same basis as the San Pedro is. It may not be worth quite as much for the reason that the road-bed is not solidified to the same extent as the San Pedro, although the San Pedro has some 80 miles of reconstruction

in Nevada out of the 212 miles of main line. But all things considered, I don't think a valuation of \$40,000 a mile on the Western Pacific is any too great. Knowing the standard of the property is up-to-date, and practically the same as adopted by the San Pedro, by the Central Pacific, Northern Pacific, Great Northern, and other lines of similar construction, I feel that \$40,000 a mile is a fair figure for the cost of reproducing that property, road and equipment. In line with that idea, I recommend that a valuation approximating 50 per cent, or \$20,000 a mile, be placed on the property, the same as you have placed on all other railroad property you have considered heretofore. The defect lies at this time in failing to put on a valuation that will bring substantially 50 per cent of the reproduction value of the property of the Western Pacific. The only party that seems to be complaining here is Mr. Waters of the San Pedro; and in estimating the assessed valuation placed by this board against the San Pedro property on the basis of \$17,000 a mile, I figure that will be about 50 per cent of the physical valuation; that is, the total property that will be rendered on that basis, including branches, sidetracks and equipment, will closely approximate 50 per cent of the reproduction value of \$40,000 a mile.

If there is to be any reconsideration, it ought to be a reconsideration of the Western Pacific, and the Western Pacific ought to be put on the same basis as the San Pedro.

Mr. Malley—Mr. Chairman, when we left the assessment of the San Pedro, Los Angeles and Salt Lake Railroad, we thought we were placing it in conformity with the assessments levied on the other roads. Now, if it was satisfactory then, and has been satisfactory clear down the line, as Mr. Pohe said, until we came to the Western Pacific, if we made a mistake we made it on the Western Pacific, and that is the one we should have reconsidered, instead of the San Pedro, Los Angeles and Salt Lake road. Now, if this is to be classed as reduction day, the representatives of the other roads who have started home, will regret that they did not stay and ask for a reduction; it will be so easy they will think they made a mistake, and probably some will lose their jobs because they didn't stay until this board adjourned. They will think we are so easy we will give them all a reduction; so I think if we made a mistake, it was on the Western Pacific.

Governor Oddie—The question now is on the amendment to the amendment. Are you ready for the question? The original motion was to reduce the assessment from \$17,000 to \$15,000; that was amended to \$17,000 again; then the amendment was amended, placing it at \$16,000.

Mr. Hayes—I move that the amendment to the amendment be acted upon.

State Controller Eggers—There are two amendments now, you can't go any further; you have exhausted the amendments.

Governor Oddie—Are you ready for the question?

Mr. Miles—I would like to hear the motion read by the Secretary.

The Clerk—The original motion, moved by Mr. McTerney, seconded by Mr. Sitton, that the value of the San Pedro road be reduced from \$17,000 to \$15,000. Moved by Mr. Ingalls, and seconded by Mr. Arrild, to make it \$17,000 a mile main line. Then it was moved by Mr.

Lemaire, and seconded by Mr. Leonard, to make the assessment \$16,000 per mile.

Governor Oddie—Now the question is on the amendment to the amendment, placing it at \$16,000 a mile. We are voting on the amendment to the amendment. The original motion was \$15,000; the amendment was \$17,000; now the amendment to the amendment is \$16,000. We are voting on the \$16,000 now. Are you ready for the question?

Mr. Arrild—If I understand right, we are to vote on the amendment to the amendment now?

Governor Oddie—Yes.

Mr. Arrild—At \$16,000. After that is passed, we vote on the original amendment at \$17,000?

Governor Oddie—Yes, if this vote loses, it places the amendment to the original motion at \$17,000. This is on the \$16,000.

Mr. Arrild—I understand.

Mr. Lemaire—Before we vote on this, I will state, and I will make a motion to reconsider the Western Pacific, and make a motion raising the valuation to \$16,000 a mile.

Governor Oddie—I don't think that could come now.

Mr. Lemaire—No, I simply make that as a remark.

Governor Oddie—I will ask the Clerk to call the roll.

Upon roll-call the vote was as follows:

Yeas—Messrs. Weathers, McTerney, Leonard, and Lemaire.

Nays—Messrs. Sitton, Whitehead, Arrild, Ingalls, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, Hayes, and Miles.

Governor Oddie—The motion is lost. We now vote on the amendment to the original motion, placing the value at \$17,000. Are you ready for the question?

The question is called for, and on roll-call the vote was as follows:

Yeas—Messrs. Whitehead, Arrild, Ingalls, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, Hayes, and Miles.

Nays—Messrs. Sitton, Weathers, McTerney, Leonard, and Lemaire.

Governor Oddie—The motion is carried by 11 to 5. That amends the original motion placing the value at \$17,000 a mile. The question now is on the original motion placing the valuation at \$17,000 a mile. Are you ready for the question.

The question is called for, and on roll-call the motion carried unanimously.

Governor Oddie—The motion is carried. Now, Mr. Lemaire?

Mr. Lemaire—I believe I will reconsider.

Mr. Waters—I just want to thank the members of the board for the reconsideration.

Mr. Moore—I don't want to be put in the light of prolonging these proceedings, and I don't want it understood that I am demanding anything, but I do feel as though, of all the assessments that have been made, our road has probably suffered the heaviest of any of them, and not only that, but I believe from the facts that have been presented, that the major portion of the board, down in their hearts, believe we are assessed too high; and I want to ask a reconsideration only in one event, and that is, I have not discussed the matter since the vote was taken, with our local Assessor; and if he is opposed to a reconsideration of our road, and does not think it is assessed too high, then I have no further word to say; but I would like to hear from him, and would like

for the board to hear what he has to say; and if a reconsideration is thought fair, and a reduction of the mileage that was fixed for us is thought fair, we would like to have it; we would appreciate it.

Mr. Pohe—Mr. Chairman, in answer to that, I would rather wait until we are through with the last railroad, or assessing any of the railroads, as far as any new assessment is to be levied on any road, after which I will gladly answer Mr. Moore's request.

Mr. Moore—It is only a request, Mr. Pohe.

WESTERN PACIFIC RAILWAY.

Mr. Whitehead—In the light of the stand I have taken on these two roads, I ask for a reconsideration of the Western Pacific.

Mr. Malley—I second the motion.

Governor Oddie—You have heard the motion for a reconsideration of the Western Pacific. Are you ready for the question?

The question is called for, and on roll-call the vote was as follows:

Yeas—Messrs. Sitton, Whitehead, Arrild, Ingalls, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, and Miles.

Nays—Messrs. Weathers, McTerney, Leonard, Lemaire, and Hayes.

Governor Oddie—The motion is carried by 11 to 5. Now the question is on the reconsideration of the Western Pacific.

Mr. Whitehead—Mr. Chairman, in order to expedite matters, I move a valuation of \$17,000 be placed on the Western Pacific main line.

Mr. Pohe—I second the motion.

Governor Oddie—You have heard the motion, gentlemen. Are there any remarks?

Mr. Caine—As I said this morning, and made very clear, I don't feel that you can compare the two roads, or any two roads; and everything I said this morning, I said in good faith. Our road occupies a unique position, and every Assessor along the road is familiar with the values there, and familiar with the values that are assessed on all sides of it. I think the assessment this morning was high, but I don't care to discuss the relative merits of the two roads. I could do it to our advantage, but I think you have assessed the road on the facts and figures you had. Mr. Shaughnessy recommended \$20,000 a mile for that road on his basis, and turned around on the same basis and recommended \$17,000 for our road—

Mr. Shaughnessy—No, \$20,000 on both roads.

Mr. Caine—As I say, that assessment is high, it is almost murderous at \$15,000, in view of our situation, and where we are. I believe you did not make any mistake when you did it, and I believe you voted your best judgment on that road, as you did every other; and I trust having done that, you will maintain the same attitude. I am perfectly sincere; if I thought it was \$17,000 I would get around it somehow, but I would not deliberately stand before you and lie about it, as I would be, if my remarks here now and this morning were not as I feel them, and I think it will be the unanimous opinion of the Assessors who are familiar with the property, and they will bear me out. Of course, I may be mistaken, I may have the zeal of the advocate, possibly I have.

Governor Oddie—Are there any further remarks, gentlemen? There is a motion before the board.

Mr. Waters—Mr. Chairman, I think I owe it to Mr. Caine, to say that when I started this thing I did not intend to bring anything down

on the Western Pacific. I believe the Western Pacific is assessed at a fair valuation now, and I trust the members of the board will leave their assessment where it was. I was actuated solely by the law of self-preservation.

Governor Oddie—Are you ready for the question?

The question is called for, and on roll-call the vote is as follows:

Yeas—Messrs. Sitton, Whitehead, Arrild, Ingalls, Ronnow, Pohe, Grutt, Malley, Stern, Seeman, and Miles.

Nays—Messrs. Weathers, McTerney, Leonard, Lemaire, and Hayes.

Governor Oddie—The motion is carried by 11 to 5.

PRINCE CONSOLIDATED RAILROAD.

Governor Oddie—The next is the Prince Consolidated.

Mr. Pohe—That is the last railroad, is it?

Governor Oddie—Well, it is a small railroad—what is that Prince Consolidated?

Mr. Shaughnessy—The Prince Consolidated is a small mining railroad, which operates near Pioche, some 8 or 10 miles. It is a private line, does no commercial business, and does not report to the Commission. I should imagine the proper course would be to leave it to the County Assessor.

Mr. Ronnow—I move that be left to the Assessor of Lincoln County.

Mr. McTerney—I second the motion.

Governor Oddie—You have heard the motion, are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

MISCELLANEOUS RAILROADS.

Mr. Whitehead—Mr. Chairman, we have a branch line in our county, the St. Thomas branch of the Salt Lake road. That might be taken up before you get through, it could come up under miscellaneous railroads, or it could be assessed and named in the order of business herein.

Governor Oddie—What railroads are included in "Miscellaneous," Mr. Shaughnessy? Any others besides that?

Mr. Shaughnessy—We have one other that I know of, the Telasco branch of the Southern Pacific, which operates about eight miles between Metropolis and Telasco, near Wells, Nevada. The only other branch is this San Pedro branch, which operates from Moapa to St. Thomas, and that is about 22 miles. They could either be assessed by the board, or left to the County Assessors. Both of those branches have just begun operations during the past year, and we have no data, no operating detail as to their earnings and expenses. It is very probable they are not making very much money at this time; and I should think it would be as well for the board to leave the branch lines to the various County Assessors at this time.

Mr. Hayes—I should like to ask Mr. Shaughnessy about the Fernley-Lassen branch of the Southern Pacific.

Mr. Shaughnessy—The Fernley-Lassen branch is still under construction; and while a line is under construction it is not customary to report to the state or interstate commissions. We have no data upon that, Mr. Hayes, nothing that would be of value to you. I don't think the board could place a per mile valuation on that branch at this time

because it is being constructed piecemeal. There is only a portion of the track laid, and it seems to me that is a matter you will have to check at the time you levy your assessment, because when that times comes, they will have more branch line in operation that they have now.

Mr. Hayes—The only reason I mentioned this is, it might be necessary to instruct that it should be left to the Assessor.

Mr. Shaughnessy—It might be understood that the Fernley-Lassen branch of the Central Pacific be so treated, if the board desires. It is a separate incorporation, and is known as the Fernley and Lassen Railway.

Mr. Pohe—Just where does that road run, Mr. Cowden?

Mr. Cowden—I don't really know where the road runs.

Mr. Pohe—It comes in at Fernley and crosses the river near Wadsworth; it don't make any difference so far as the Assessor is concerned.

Mr. Shaughnessy—There will be a little piece of it in your county.

Mr. Whitehead—I move that miscellaneous railroads, including all railroads not already assessed, be left with the various County Assessors in the counties where they are operating.

Mr. Ronnow—I second the motion.

Governor Oddie—You have heard the motion; are you ready for the question?

The question is called for, and on roll-call the motion carried unanimously.

Mr. Ingalls—Mr. Chairman, I just want to ask if the reconsideration of these roads cuts any figure as to the sidetracks of the roads. I presume, though, the valuation on the sidetracks of this San Pedro and Western Pacific, as fixed before, under reconsideration they would stand the same.

Governor Oddie—The motion for reconsideration in this case just covered the main line.

Mr. Ingalls—Just covers the main line, and the sidetracks stand as they were.

Mr. Pohe—They were the same. The sidetracks were \$3,200 on the Western Pacific, and on the San Pedro was \$3,200, so they are even now.

Mr. Miles—I would think, off-handedly, when we call for reconsideration on the railroads, it would include those sidetracks, and it would be necessary to take a vote on those sidetracks.

Mr. Bartine—No, they are assessed under a separate order of business.

State Controller Eggers—You assessed the sidetracks by themselves, without the main tracks.

Mr. Miles—Yes, that is true.

Governor Oddie—That completes the railroads. Was there something you wished to say, Mr. Pohe?

Mr. Pohe—With regard to Mr. Moore and the Copper Belt road. Mr. Moore, on the reconsideration, the Western Pacific found it was not to their advantage to have their road reconsidered, and for Mr. Moore's protection, I feel as though we had better let the Copper Belt alone. We have taken the figures given by Mr. Shaughnessy at our solicitation, and I don't feel like asking the board to go back and reconsider any more railroads.

ROLLING STOCK OF RAILROADS.

Governor Oddie—The next is the rolling stock of all.

Mr. McTerney—I move that the rolling stock be left to the various Assessors.

Mr. Grutt—I second the motion.

Upon roll-call the motion carried unanimously.

Governor Oddie—Now for the information of the board, I would like to ask Mr. Walker of the Railroad Commission, to give us the gross amount of increase of the assessment, as the result of the board's work.

Mr. Walker—Mr. Chairman, and members of the board: The figures of increased assessment this year, and the increases from various mileage, and decreases taken into consideration, not figuring the sidetracks or equipment, the net increases on the Pullman Company, the express companies, telegraph companies, and railroads, amount to \$5,039,382.20 for the year, bringing the total assessment of these public utilities up to \$37,530,540, as against \$32,491,157.80 last year.

Mr. Miles—Mr. Chairman, I would like to ask if Mr. Walker could furnish us with an estimate of percentage of raises over last year.

Mr. Walker—Yes, I could.

Governor Oddie—I think that is a very creditable showing; it is going to help the State materially.

Mr. Walker—It is an advance of 11 per cent, and a fraction.

Mr. Bartine—Isn't it more than that? Figure that again, Mr. Walker.

Mr. Pohe—I move that the assessing of all property in the State not already assessed by the board be left to the Assessors of the counties in which it is found.

Mr. Grutt—I second the motion.

Upon the roll being called the motion carried unanimously.

Governor Oddie—The motion is carried. Mr. Walker wants to make a statement.

Mr. Walker—That percentage of increase is 15.5 per cent.

Mr. Miles—That is on the property we have passed upon?

Mr. Walker—On the public utilities property you have passed upon.

Governor Oddie—Gentlemen, that completes the business.

Mr. Miles—Mr. Chairman, there has been quite a lot of comment going over the State in regard to the taxation of private properties, real estate and other properties, other than corporations that we have just passed upon; and I think it is nothing more than proper that the Assessors should have a little discussion here on prospective values for this year on the other properties; and I would suggest that the Assessors be called upon to give an expression in regard to whether they shall raise or lower the other properties that they have jurisdiction over, in order to put us on a basis and standing that we can go back and tell the people what we are supposed to do.

Governor Oddie—I think that is an excellent idea, Mr. Miles.

Mr. Pohe—Mr. Chairman, before we start that, just one more question. We had a little discussion here before the meeting began, Mr. Eggers, Mr. Grutt and myself, as to the assessment of sheep. In counties in which the office of Sheriff and Assessor has been segregated, who becomes the assessor of the sheep, where sheep are placed on the roll as personal property, and not added to reality, whether it becomes then

a part of the real estate. My contention was, as I understood it, that it was the Assessor's duty.

State Controller Eggers—You were correct. We talked about the sheep tax entirely. You are the Assessor, and you are responsible for that personal property tax.

Mr. Pohe—Then who collects that tax?

State Controller Eggers—That sheep tax? I guess you will have to collect it.

Mr. Pohe—I understood you to say it was the Sheriff.

State Controller Eggers—The Sheriff has the license, five cents a head. That is a different thing, the State doesn't get that, so I don't pay much attention to it. You people in the counties put that in your own pockets.

Governor Oddie—The suggestion of Mr. Miles I think is an excellent one. I would like to read something that I said last year to the board just after the business was over; I think it will apply now just as well: (Reads.)

I would like to say, that in a session of the Legislature there are a great many difficult problems to be solved, and I would like all the advice and information possible on these questions. I would consider it a favor if you would write me any suggestions you may have to make. I would welcome any kind of suggestions. Talk to your legislative members or the various county officials and citizens, and by helping each other we can get better laws for our State.

That applies just as well today, gentlemen. The Legislature is just about to convene, and, as you know, we have some difficult problems to solve.

Now, with regard to this Citizens' Economy and Taxation Commission, which has been discussed, I understand they have prepared a law to be shown to the members of the Legislature as a suggestion; I have not seen that law yet, I don't know what its provisions are. My mind is open. I want to get good ideas from you, and I think you are a practical body of men. You know the conditions in your various counties; you have to rub up against these hard problems, and I think you can give me some good ideas, and some good suggestions.

There is a member of the Legislature here, Mr. Frank Kinghorn, and I would like to read a letter which he has addressed to you gentlemen; I think it has an important bearing. Mr. Kinghorn has been here about a month, studying the intricate problems of finance and legislation, and he has attended all the meetings of this board. He says: (Reading:)

STATE BOARD OF ASSESSORS, *Carson City, Nevada.*

Gentlemen: During my attendance at your sessions within the past five days, I have been much impressed by the close and intimate knowledge displayed by your members touching the subject of revenue and taxation, which is now commanding so much attention.

I therefore respectfully suggest that before your final adjournment, this matter be discussed, so that the views of each member of your board may be ascertained, regarding desired changes, if any, in our existing laws.

I further suggest that the result of such discussion be placed in typewritten form, so that it can be brought to the attention of the proper legislative committee at an early date.

As a member of the ensuing legislative session, I shall be disposed to attach a very high value to the opinions of the various Assessors, believing that they are brought into more intimate contact with the actual operations of our revenue system than other members and officers of the state and county governments.

You have been informed by the Governor, State Controller and other officials that our present revenues are insufficient to meet our present requirements. I have recently examined a bill on this subject which makes special provision for a meeting of your board, to be held at a later date, for the sole purpose of discussing these matters. It would seem to be the part of wisdom and economy, while you are still in session at this time and just before the session at which these matters will be taken up, that such discussion be had now, for the benefit and information of the Legislature and its committees.

Respectfully submitted,

FRANK J. KINGHORN.

Carson City, January 17, 1913.

I think there is a great deal of food for thought in that, and I think the Legislature can get valuable suggestions from such a discussion, and I know I can; and I would like to have it considered. Mr. Miles, would you suggest that each one here give his views?

Mr. Miles—Mr. Chairman, I don't know whether it would be in order or not, but I am going to suggest that each member place on a little slip of paper, a little blank slip of paper, the percentage that he thinks he can raise upon, we will say ranch properties and lands in his county; and place that little slip of paper in somebody's hat; and that we shall turn them over and compare them, and make an estimate.

Governor Oddie—That would be a little misleading. Some counties have very little ranch property, and other counties have a large amount.

Mr. Miles—That is true.

Governor Oddie—If on that slip the Assessor could estimate the percentage of increase, also the amount in dollars that he could add to the assessment roll, I think it would be a help.

Mr. Miles—It seems to me the same percentage added to all that property would be a fair raise. Of course it might not work. Some counties may be way below in proportion to others; but I am under the impression that the counties throughout the State are fairly in proportion. Now, this board, since I have been in attendance—and this is the fifth time I have attended the meetings of the State Board of Assessors—I understand have used the valuations fixed here as a basis for valuations upon other properties. They have come here and gone over these matters, and fixed such valuation as they thought was best. They have gone back home, and if all have done as I have done, they have laid awake several nights, studying over what valuation should be placed upon the properties that have not already been fixed. And I think if each Assessor could compare the properties in his county, and put before the board his ideas of what is fair and just, we would come nearer getting getting a fair valuation in that way, than most any other. And I think the work this board has done in the last four years, taking into consideration the criticism and abuse that it has taken, that we have proven in our actions we were far nearer right than those that criticised us; and I believe that the basis of valuation will be founded right here, and that we should be guided by it, each and every one of us.

Governor Oddie—That is a good suggestion, Mr. Miles; and acting on that suggestion I think it would be a good idea to ask the Clerk to give each one a little slip of paper.

Mr. Whitehead—Before you pass around those slips, Mr. Chairman, I would like to make a suggestion. I think an Assessor will have to be a little more brilliant than I am to tell you just what percentage he is

going to make in his county before he leaves here, in any raise; or a little bit more so than I am to make any suggestion on the spur of the moment that would aid Mr. Kinghorn, or any of the other members of the Legislature, or the Governor, in recommending anything. I think it would be a better idea if the Assessors would go home, like they do every year, with the different bases that have to be used, to arrive at the assessment in his mind, feeling, as he always does, that he should use the same in his own county, and study over the matter after he gets there. If he thinks he has got an idea big enough and bright enough to present to the Legislature, or any member of it, let him write a letter conveying those ideas to whomsoever he wishes; and I believe, after consideration and thought, that idea would be of more service than would be one suggested on the spur of the moment here. I feel and know that all of the Assessors carry out the same thought as I do. When I have performed my duty here I go home with a determination to make other assessments come as near to these as I possibly can, taking all things into consideration. I believe all the Assessors do the same thing. And while we will be criticised, no matter what we do, perhaps it is a good thing to have it. Criticism sometimes makes us wake up and take notice, and if we have made mistakes we can overcome them, if they are called to our attention. And while I have felt at times that some of this criticism through the papers was a little strong, at the same time I have not resented it very strongly, for the reason there is not anything that will do more good than criticism; nothing in the world will do more good than to show our mistakes to us. Sometimes the criticism may be far-fetched, too far-fetched, but in the end it will do good; and I believe if we go home and think this matter over and suggest things by letter, after consideration, it will do more good than to write it here on a slip of paper.

Mr. Miles—Mr. Chairman, I agree with Mr. Whitehead almost entirely. His suggestion is first-class. Now there is one thing that I do want to bring up here before this board. In the experience in some of the counties in the State, the Assessor's office is very much lacking in the way of plats and data sufficient to enable the Assessor to get all the properties in the county. I find that some counties have a very good system. I consider that White Pine County has as good as any of them, if not the best in the State. I believe that it would be a good thing if this board would recommend, or express in some way, the desire to make it compulsory that the County Commissioners in each county in the State furnish the Assessor's office with all the necessary plats and data, by which the Assessor might check all property that is taxable in the county.

State Controller Eggers—It is already in the law.

Mr. Miles—Not compulsory, I don't think.

State Controller Eggers—Well, the Assessors have the power to do so.

Governor Oddie—I think it should be done, because the way of the Assessor is a hard one, and he should be assisted as much as possible.

Mr. Miles—When I went into the Assessor's office, I didn't have a plat or a single record in my office that I could be guided by, not one. It is a positive fact, I didn't have a thing I could be guided by. I went to the County Commissioners and told them the condition of affairs, and told them I must have something, and my Commissioners were good enough to furnish me with all that I asked for; and consequently our

office has been in possession of plats, and a system by which we can assess everything that we have in the county that is worth assessing.

Governor Oddie—Now, gentlemen, we would like to have more discussion on this matter; we would like to have suggestions. I want it understood that the idea is to assist the Assessor in every way possible. There are hard problems before us, and I think the law can be changed, and I think our Constitution can be changed in some way which will be of assistance to the Assessor. I know the problems the Assessors have in this State, and I know them pretty well in other States.

Mr. Pohe—What is the real outline and intention of the new law you refer to, Governor?

Governor Oddie—I have not seen that yet, Mr. Pohe.

Mr. Pohe—I don't see how, if you cannot give us any information on it, how we are going to make any suggestions on it. If Mr. Kinghorn, who is a member of the Assembly, is here, and can give us any information on it, I would be glad to listen to him.

Governor Oddie—I think it provides for a State Tax Commission to assist the Assessors. I don't know just how it provides as to the working of the Assessors with the Commission; but I know that my intention would be to have the Assessors assist that Commission; to have a State Tax Commission—that is what I suggested before—that would work in very much the same way that the Railroad Commission works in regard to railroads and public utilities. It could get a great deal of information that would be valuable.

Mr. Malley—Mr. Chairman, I believe the other day I committed myself with reference to the Tax Commission, and I agreed that it would be a good idea; and I believe yet it would be a good idea in certain respects; but in case we were unfortunate to get men who could be handled by any certain individual or organization or corporations, then it would be detrimental to this State. I don't like to see too much power left to a commission, especially to a commission composed of two or three men; but if we could get honest men on that commission who would have the interests of the State at large at heart, one county as well as the other, then I would be in favor of that commission; and I would not want to be on record otherwise.

Governor Oddie—That is one vitally important thing in any tax commission—to get honest men; that is something I would fight for. If we could not get honest men, it would be much better not to have it.

Mr. Pohe—What is the real intention of having a commission? What is the object? Do you intend to put the power in this commission to dictate to the various Assessors, or to work in conjunction with the County Assessors, and get information from them, or furnish them information?

Governor Oddie—to work in conjunction with them.

Mr. Pohe—Not a lone power by itself?

Governor Oddie—It would have certain powers granted by the State, but I don't see that it would take away any power of the Assessors; I think it would increase the power of the Assessors; I think it would open up new fields for effective work and be of assistance to the Assessors in that way. It would necessarily have to have certain powers, you know, of equalizing.

Mr. Miles—I would like to ask if it would take away the power of

the Boards of Equalization in the various counties, any further than this board now acting does?

Mr. Shaughnessy—Yes. Any valuation placed by a centralized tax commission would supersede the County Board of Equalization. The Tax Commissions, as operated in other States, have the power of supervision over local assessments. The various County Assessors assess the property, just as they do now, but the centralized State Tax Commission has the power of supervision. They have also the power if they find, for example, in your county a power company, or some other company, has given in a tax statement, rendered to you a valuation, as being the fair value of the property, and if the commission finds by physical valuation, or other method, that the company has grossly undervalued the property put in to you, they have a right to come down to your county and say, "Here, that property is given in at too low a figure, it should be \$500,000 instead of \$300,000," and then they have the power to order a reassessment. Under the law, you are supposed to put on an assessment, and even though that assessment is put on by you in the county, and in accordance with law, the State Tax Commission has the right in a case of that kind to come along and order a reassessment. That is the power of the state commission, in part. The study that I have given the matter shows that some very substantial results have been accomplished along those lines in other States. For example, in Wyoming, in 1908 they were assessing under the same system we now have. The County Assessors there, I think, met annually as a State Board of Assessors; but the territory was so wide up there—just as it is in Nevada—that it was difficult for the Assessor to make a personal appraisement of all of his property; and through the medium of a State Tax Commission, with a man investigating those things, and going over the State with nothing else to do but to inquire into such matters, they were enabled to raise the assessed valuation of property in that State—railroad, public utilities, lands and everything else—from \$67,500,000 in 1908 to \$187,000,000 in 1909. As an indication of the benefits accomplished thereby, it may be said that the state rate in 1908 was 65 cents on the hundred dollars, or about the same as ours, and after this increase in property valuation was brought about, in 1909, the state rate was reduced to 24 cents. The average state and county rates in 1908 were about 2 per cent, or about the same as they are in this State, and after this increase in valuation the total rate, average state and county, was reduced to 1 per cent, or one dollar on the hundred. Now, just last year they established a Tax Commission in the new State of Arizona—the baby State—prior to that time it was a territorial government, and the assessments were made in various ways, and without regard to much uniformity as between the different counties, and also as between individuals. In 1911 the assessed valuation in Arizona, as I recall it, was \$98,000,000, or about the same, I think, as ours will be this year. The commission was organized and became effective last May; and notwithstanding they had only about eight months left in which to work during the year, they increased the valuations of the corporations, and lands, and all properties, from \$98,000,000 to \$140,000,000, or 43 per cent increase.

That just shows in a general way, gentlemen, what can be accomplished by a centralized authority, without taking from the local

County Assessor his prerogative of making local assessments, or interfering with him in making assessments, except in so far as the valuations may be too low on certain classes of property, he will be enabled the secure information by which he can arrive at a fair valuation, and make a correct reassessment, which is a thing that cannot be done at the present time.

I think if we establish a State Tax Commission in this State, some very material results could be accomplished by such a Commission, in cooperation with the various County Assessors working along these lines. That is my impression of it, gentlemen.

Governor Oddie—I would like to say one thing that I mentioned the other day at another meeting, to show one way in which it would be of benefit to the Assessors. You know that in traveling through the country you will come to a ranch, and find that that ranch has increased in value; you will have to go to the owner, and tell him you have raised him; it is a matter that is right up to you, between you and the owner. It is disagreeable, it is hard to do; it is something every Assessor has to do; but take the operation of the Banking Board in this State, for example. I have watched that very closely, as I have attended the meetings regularly. The State Bank Examiner goes to a bank and finds that a certain note has not security enough, or has not endorsers enough; he tells the cashier that the State says he must get more security for that note, or must get more endorsements on it; the cashier has no option in the matter. He can go to the customer of the bank then, and tell him that the State demands it. It takes away the disagreeable feature that would otherwise exist, of the cashier of the bank having to go to his customer, who may be a personal friend, and demand more securities; in other words, the cashier can "pass the buck" up to the state authorities. I know the Assessors would be relieved of many a disagreeable duty by a State Tax Commission. I have been in the State some time, and I know how it is; I have gone around a county with an Assessor; all the Assessors know the men in their counties well, and the way of the Assessor is hard; they have many difficulties in their paths, and if something of that kind were done, it would relieve them of much embarrassment; they could simply say the State demands this, and I have no option in the matter at all. This feature has been of help to the cashiers of the banks; they have told me so; and it would work the same way with the Assessors.

Mr. Shaughnessy—In that connection, Governor, the Commissioners of Wyoming and Arizona call attention to that very thing, and state that while the local County Assessors were antagonistic to a scheme of that kind at first, after the first year's operation they were heartily in favor of it for that very reason; it relieved them from the powerful local influences in their counties—the people who make a business of tax-dodging as much as they can, who fight every increased assessment, and say that they are already assessed too high, and if there is to be a raise it should be on the other fellow, it would give the Assessor the opportunity of saying, "Here, gentlemen, this is the rule laid down by the Commission, I have no option in the matter, and I will have to treat you just the same as other people." The County Assessors in Wyoming and Arizona have found that the rules and regulations of the State Tax Commission have made it easy for them to enforce their revenue laws more uniformly and effectively.

Mr. Bartine—Gentlemen, I have not bored you a great deal during the last two or three days, but it occurred to me while the Governor and Mr. Shaughnessy have been speaking here, that there is a feature of this situation which gives peculiar emphasis to the position which the Governor has taken, and the position which Mr. Shaughnessy has taken with respect to the creation of a State Tax Commission. I have never taken any particular action in regard to the movement; I have not committed myself very strongly, although I have been inclined to think that a State Commission would be advantageous, but I have been especially impressed with the point that is made that it would relieve the Assessor of a great burden or responsibility, and in many cases it would save him from incurring the bitter hostility which would be damaging to him as a man and an officer. I could not find better illustration of the truth of that than is furnished by the action which has been taken here during the last few days by this board. Now each one of you goes home with the action of this board as your authority, and you fix certain values, or you place certain values upon the various public utilities which operate within your respective counties. The owners of those utilities have nothing in the world to say against you individually, you act with the authority of the combined board behind you, and if they object, all you have to say to them is, it is the authority of the State Board, I am acting under that authority, and I cannot do anything else.

Now, if you have a general Tax Commission, a Tax Commission which has general supervision—it must have supervision—you have that Commission behind you in every move you make.

It may not be out of place, and might be just a little interesting, if I were to give you a bit of my own personal experience. A few years ago, as you will remember, a law was placed on the statute books, popularly known as the "Newlands law," providing for a graduated reduction of the rate of assessment; and under that law a Tax Examiner was appointed, whose duty it was to go to the various counties and investigate tax conditions which involved a consideration of assessment values in the various counties. It so happened I was appointed Tax Examiner at that time, and in the performance of my duties I visited every county in the State, excepting Lincoln, which was exempted from the provisions of the statute because of the great burden of debt which it was carrying; it was not exempted by name, but the law was so framed as not to apply to any county which was carrying more than a certain amount of indebtedness, and that only applied to the one county. I went to every county in this State, with the exception of Lincoln County. I conferred with the Board of County Commissioners; I conferred with the Assessors and District Attorneys. They all held special sessions in order to hear from me, and hear my explanation of the purpose of the law, which, as many of you know, was in theory, at least, to raise the valuations and reduce rates. I want to look this entire assemblage in the face, and say with all the sincerity in the world, that I didn't find my way into one single county where it was not claimed that they had their values higher than in any other county. It was always the other county that was undervalued. Now, it is self-evident that they were not all right; and it is self-evident that nearly all of them must necessarily have been wrong, because it could not possibly be that each county was assessed upon a

higher basis of valuation than every other county. That is simply a physical impossibility, and a financial impossibility. That was my experience. And as a man who has been active in public life in this State for a great many years, I think I know the situation existing throughout the State, both in a business way and a political way. I understand the political pressure which is behind every individual Assessor; and it is no reflection upon any gentleman present when I say it is human nature to yield to it more or less. I fancy if I were an Assessor I should yield to it; I don't claim to be firmer than any of you gentlemen, and I am only saying it for the purpose of suggesting what a tremendous advantage it would be if there were a State Board with authority, which would relieve you of a considerable amount of responsibility and pressure to which you are now subjected.

One more thing before I take my seat. You will remember early in the session I made a few observations, and among other things I suggested it might be a good thing for this Board of Assessors to bear in mind that you could not expect to make all of your raises in assessed valuations upon the public utilities; that the raise should be general all along the line. We have been dealing here entirely with public utilities. It appears from the figures given, that last year the assessed valuation of all the public utilities in the State was \$32,000,000, while the total assessed valuation was about \$91,000,000; so you were getting more than one-third of all your money from the public utilities. Now you have made additions at this session, more than \$5,000,000, which, according to Mr. Walker's figuring, amounts to a fraction more than 15 per cent upon that species or that class of property. I suggested that you might adopt a resolution, which would simply be advisory in its nature, to the effect that there should be a general raise of property values over the State, of anywhere from 10 to 20 per cent; the raises made here amount to about 15 per cent. If you gentlemen don't care to adopt a resolution, if each of you would get the idea into your head, and carry it home with you, as Mr. Whitehead says he does, and I am sure he does, as he is a bright man, that you have made a raise of 15 per cent on public utilities, and to make things equal, you are in favor, as nearly as conditions will permit, to make a raise of 15 per cent on all the rest of the property in your counties, it will go a long, long way in helping the State out of the financial trouble in which it is now involved. The creation of a Tax Commission will not have any immediate effect along that line; but if you can make advances on other property to correspond, and with the advances we have made here with respect to these public utilities, you will render a very valuable service to the State in the way of relieving it from its present financial distress. In doing that, you will have to use your intelligence. In every county there is some property assessed to the maximum, but there is other property that will stand a very substantial raise; and in that way you will have to make use of your best intelligence. It will take some degree of firmness on your part to do it. If you see your way clear to do it, and if the next Legislature in its wisdom should create a Tax Commission, after that it is my opinion you will have good strong support behind you, which will enable you to do a great many things you cannot do individually now.

Just one more thought, and I am through. We find this exemplified in the work of the Railroad Commission. We have now been operating

for about six years. When we began our business officially, it was almost impossible for us to get anybody to file a complaint against a railroad in the State of Nevada. Every private individual had his grievance. Mr. Shaughnessy, in the early stages of our work, made a trip out along the line of the Southern Pacific Railroad, and conferred with the business men everywhere. They all had grievances, were all complaining of excessive freight rates, but not one of them wanted to make a complaint, and didn't want to have his name used. That is a fact, is it not, Mr. Shaughnessy?

Mr. Shaughnessy—That is right.

Mr. Bartine—There is not a man in the State of Nevada today, so poor, humble or lowly, that he is afraid to make a complaint against the Southern Pacific Company, if he thinks he has a grievance. And why is it? Because he knows the Railroad Commission is behind him, and that the Railroad Commission will assume the entire burden of responsibility, which we have done right along. That principle will apply to a Tax Commission, providing you have a Tax Commission composed of honest, able, capable men, and men who are courageous. I thank you, gentlemen.

Governor Oddie—You spoke to me before the meeting—

Mr. Sitton—I will forego any remarks regarding it, and I will send in a letter.

Governor Oddie—Do you think this board could pass any resolution that would help in that matter?

Mr. Sitton—I don't think so at the present time. I think we would have to take into consideration that bill that is being drawn.

Governor Oddie—I thought that this was something outside of that matter?

Mr. Sitton—I will send it up.

Mr. Arrild—Mr. Chairman, if we are to be in session much longer, I would like very much to be excused, so I can get off on the afternoon train to Gardnerville. I don't know as there will be anything particular for me to wait for, and I would ask if I might be excused.

Governor Oddie—With the permission of the board, Mr. Arrild, I want to thank you for the courtesy you have shown us; and at this time I want to thank all the members of the board for the courtesy shown. It has been an intensely interesting session, and a very beneficial one to the State.

(Mr. Arrild is excused.)

Mr. Pohe—I move that we thank the Chairman, the members of the Railroad Commission, and all others who have appeared before us.

Mr. Weathers—I second the motion.

Upon the question being put the motion carried unanimously.

Mr. Bartine—Gentlemen, on my own behalf, I want to thank you. I did not appear on behalf of the Railroad Commission. I always believe in giving credit where credit is due; the facts and figures and data which have been presented to you have been made up in the Railroad Commission office from the official records in that office, and by the force in the office, under the direction of Mr. Shaughnessy; and for that reason I have not attempted to discuss those figures, not being familiar with them. As a general rule, the work of making out figures does not fall to me, I being the legal member of the Commission. Sometimes it happens we have a pretty big proposition on hand, and then I

get in and hold the laboring oar. I came here at the invitation of the Governor, to assist him in regard to legal matters, providing legal matters should arise, which proved to be in a way puzzling. But there is one thing I desire to say on behalf of the office of the Attorney-General. My presence here has not been intended by the Governor as any disparagement of that office, and if I had thought it was so intended, I should have declined his invitation here. The truth is, as you know, the Attorney-General is a sick man; he is in Tonopah, and the entire work of the office has devolved upon his assistant, and I happen to know that he is an exceedingly busy man. The situation was such that I could give you three or four days of my time, and therefore, responding to the invitation, I have been with you, and I have assisted the Governor as well as I could, and whenever any question of law has arisen to which I could address myself, I have done it with such ability and with such knowledge of the law as I possessed. If it has been appreciated by you, I am more than pleased; and I shall feel very glad indeed if I have been able to render you even the smallest assistance in your considerations. It has been a pleasure to me to be with you; it has been a pleasure to witness the harmony and good feeling which has prevailed in the course of your deliberations; and I want to congratulate you, one and all, upon the manifest and unmistakable spirit of fairness which you have shown throughout the entire session.

Mr. Shaughnessy—Gentlemen, I desire to thank you for your expression of good-will and appreciation of the efforts of the Railroad Commission. In that connection, I want to say that if we can be of further service to you between this time and the next meeting of the board, we will be very glad to have you call upon us for any information we may be able to furnish.

Governor Oddie—I would like to say, gentlemen, Mr. Patrick has been very kind in his offers of assistance all during the session of the board. I have kept in touch with him, but he has a great amount of detail to attend to in his office, and he has not been able to be here all the time; but there has been an understanding between us, if any legal question should come up, he would be down here in a second. And when the legal question came up that Mr. Pohe raised, he gave us very full advice, and Mr. Bartine did the same.

Mr. Bartine—It so happened that on that particular point Mr. Patrick was better informed than I was.

Governor Oddie—So we have two able gentlemen to thank.

Mr. Miles—I don't like to get up here and spout around all the time, but there is a little matter I would like to call the attention of this board to, and that is the matter of poll taxes. The law provides that the Assessor may compel companies, corporations, or individuals who have employees, to collect the poll taxes, and turn them in to the Assessor. It does not provide that the collector of those poll taxes shall receive any compensation for his work, and there are many complaints from clerks and men who have to collect those poll taxes, that they are doing a lot of extra work and receiving nothing for it. I have talked to our representatives in the Legislature, or at least to some of them, about the matter, and they requested me to take the matter up before the board, and get an expression in regard to allowing some compensation to those men who collect those poll taxes, and I believe it

should be done. I think if the Board of Assessors will make an expression of that kind, and have it go before the Legislature, that there will be a law enacted governing it. And, single-handedly, I will say that there should be at least 5 per cent of those poll taxes allowed for collection. I don't want to bring too much revenue to my own pocket, but I must say for the Assessors, that the Assessor has all the responsibility of collecting those poll taxes, without any extra pay for it; it gives him a lot of trouble, and sometimes more worry than anything else he has to contend with; and I think of the 5 per cent the Assessor should have at least 2 per cent of it for his work; and if there is a recommendation put before the Legislature, I am satisfied that the good, sensible men of that body will see fit to make some amendments to the law, and allow those collectors, the company and their men, to have some pay for it, whether the Assessor gets anything or not.

State Controller Eggers—Mr. Chairman, as this has all gone in the minutes, not with any regard to myself, the State Board of Revenue has nothing further to do with the poll taxes. If they want any amendments, it is all right; they have a right to have the law changed; but it should not go into these minutes that the State receives revenue from poll taxes. They have taken it away from the State, and that is one of the reasons we are today partly broke—\$35,000 or \$40,000 a year. It is absolutely with you as counties, and we as revenue members have absolutely no control over the matter. Mr. Miles, excuse me, with all good intentions, but we have absolutely no control over your poll taxes. I don't furnish you with any more blanks, the State gets no more revenue; and if you want to make any new laws, go to your own representatives.

Governor Oddie—Mr. Miles, do you think such a law would increase the amount of poll taxes? Do you think you would be able to depute certain men who would collect poll taxes that are not collected now?

Mr. Miles—I do think so. With reference to the State Controller's remarks, I will say I am well aware that the State has nothing to do with the poll taxes, so far as the State is concerned.

State Controller Eggers—They were stolen from us.

Mr. Miles—But this body comes here and acts upon many things that concerns the State, county and Assessors; the Assessors who meet here represent the State also, as they represent the counties; and if we haven't a right to speak for the counties as well as the State, I would like to know where we are going to get off at.

Governor Oddie—It is the province of this board to help the State and to help the counties in any way it can.

Mr. Miles—I am not objecting to anything the State Controller has said.

State Controller Eggers—I have a right to object; the State don't get anything out of it.

Governor Oddie—That does not cut any figure. If we can help the counties, we want to do so.

Mr. Miles—It is for the welfare and justice of those men who have the collection of the poll taxes. I think it is no more than right and just, and I think the law should be amended to give them something for their work; and I think by doing it we will collect more poll taxes for the counties than we do now.

State Controller Eggers—In response to the Honorable Governor, I

will agree with him as far as I can, that it is true that we should probably—but I think we are here, the main object is to get the state revenue, and as long as we have no state revenue coming—they stole it from us, Governor—you know that, the counties get it all, we don't get a cent, and they can furnish a little money themselves. It is true it is better for them perhaps, but it does not help us one nickel. The main object is to see how we can increase the state revenue, because we need it; you know we need it, and I know we need it.

Governor Oddie—Yes, but the Legislature passed that law. At the same time, if we can help the counties and the Assessors, we want to do it.

State Controller Eggers—They don't care; they can raise their rate to \$5, and can raise or lower their assessed property, and that won't help us.

Mr. Whitehead—I suggest these ideas be given in a letter, or some other way, to the Legislature, and I move that we adjourn *sine die*.

Governor Oddie—You have heard the motion. Is there a second?

Mr. Grutt—I second the motion.

Upon the question being put the motion carried unanimously.

Accordingly at 3:30 o'clock p. m., January 17, 1913, the board adjourned *sine die*.

AFFIDAVIT OF REPORTER

STATE OF NEVADA, }
COUNTY OF ORMSBY. } ss.

Ada F. Torreyson, being first duly sworn, deposes and says: That the above and foregoing is a full, true, and correct transcription of stenographic notes of the minutes of the meeting of the State Board of Assessors with the State Board of Revenue for the session beginning January 13, 1913, and ending January 17, 1913, both dates inclusive, said minutes having been stenographically reported and transcribed by affiant, and the same is a complete report of said meeting.

ADA F. TORREYSON.

Subscribed and sworn to before me this 19th day of February, A. D. 1913.

[SEAL]

C. H. PETERS,
Notary Public.

APPENDIX

OPERATING REVENUES AND EXPENSES OF CORPORATIONS YEAR ENDING JUNE 30, 1912

Companies	Operating revenues (gross)	Total operat- ing expenses	Net operating revenue or deficit	Taxes	Net income	Percentage of taxes to gross operating revenue
Archison, Topeka and Santa Fe Railway	\$39,856,346.85	\$57,666,315.02	\$32,190,030.83	\$3,556,069.40	\$28,633,961.43	3.9575
Burlington Railroad	100,163.42	99,567.84	595.58	7,959.51	4,143,432.31	7.9445
Central Pacific Railway	9,723,065.06	5,223,659.39	4,499,405.67	351,036.38	4,148,369.29	3.6161
Central Nevada Railway ^b	71,451.39	58,913.30	12,538.09	1,035.08	11,503.01	1.5922
Goldfield Consolidated M. and T. Company	91,061.39	58,913.30	32,148.09	1,472.68	6,665.39	0.5191
Las Vegas and Tonopah Railway	1,549.34	184,393.81	182,844.47	19,375.28	9,930.19	0.9300
Nevada and California Railway ^c	1,086,880.55	549,919.04	436,961.51	98,849.52	338,112.00	2.9948
Nevada-California Oregon Railway	3,988,811.40	262,826.98	125,984.42	18,841.30	107,143.32	4.8469
Nevada Central Railway	59,735.25	47,139.76	12,595.49	4,017.24	8,578.25	6.7194
Nevada Copper Belt Railway	131,144.52	80,139.81	51,004.71	1,597.40	49,407.31	1.2180
Nevada Northern Railway	1,509,862.70	710,682.57	799,200.13	68,365.11	730,835.02	4.5279
San Pedro, Los Angeles and Salt Lake Railroad	9,361,068.91	7,527,029.04	1,834,039.87	300,066.93	1,533,972.94	3.2077
Silver Peak Railroad	14,853.51	15,609.60	756.09	897.11	1,653.20	6.0397
Southern Pacific Company ^d	100,835,206.93	62,066,036.10	38,769,170.83	133,816.15	38,635,354.68	0.1921
Tonopah and Goldfield Railroad	760,442.34	460,670.28	299,772.06	29,982.65	269,789.41	3.9428
Tonopah and Tidewater Railroad	291,390.69	197,339.51	94,051.18	18,624.58	75,426.60	6.3916
Virginia and Truckee Railway	309,972.65	218,787.44	91,185.21	24,353.45	66,831.77	7.8566
Western Pacific Railway	5,430,647.55	4,438,141.21	992,506.35	185,233.84	807,272.51	3.4109
Nevada Interurban Railway	5,562.00	4,988.95	573.05		573.05	
Reno Traction Company	51,172.08	38,459.68	12,712.40	1,575.00	11,137.40	3.0778
American Express Company ^e	43,714,874.32	42,062,853.06	1,712,021.26	371,606.09	1,340,415.17	0.8501
Globe Express Company ^e	773,218.77	757,130.75	16,088.02	8,918.97	7,169.05	1.1535
Wells, Fargo & Co. ^e	32,603,923.49	30,062,582.65	2,541,340.84	356,764.21	2,184,576.63	1.0942
The Pullman Company ^a	276,919.98	203,001.43	73,918.55	3,355.79	70,562.76	1.2118
The Pacific Telephone and Telegraph Company	15,886,183.00	11,815,740.00	4,070,443.00	544,005.00	3,526,438.00	3.4225
Postal Telegraph Company ^a	13,586.92	18,309.79	4,722.87	863.31	5,586.18	6.3540
Western Union Telegraph Company	41,661,439.48	32,639,236.70	9,022,202.78		9,022,202.78	15.7187
Western Union Telegraph Company ^a	59,203.39	162,844.78	103,641.39	9,305.99	112,947.38	

Italic figures denote deficit.

^aRevenues in Nevada, on interstate and intrastate business.

^bEstimated for year on basis of first three months for fiscal year ending June 30, 1913.

^cEstimated for year on basis of first eight months for fiscal year ending June 30, 1912.

^dThe Southern Pacific Company does not pay taxes on lines which it leases.

^eAmounts paid to railroads for express privileges are included as operating expenses in this statement.

RAILROAD COMPANIES

Companies	Capitalization and debt per mile, 1912	Total cost per mile to June 30, 1912	Assessed value per mile, 1912 (main line)	Per cent of assessed value to total cost June 30		Net operating revenue per mile of road, 1912
				1911	1912	
Atchison, Topeka and Santa Fe Railway	\$69,152.00	\$13,134.27	\$3,000.00	19.03	22.841	\$326.07
Bullfrog-Goldfield Railroad	47,054.00	46,058.88	3,000.00	6.51	6.513	9.58
Central Pacific Railway ^a	182,785.00	121,549.87	35,000.00	20.07	28.794	5,402.10
Eureka-Nevada Railway ^b	5,682.00	1,888.00				
Las Vegas and Tonopah Railroad	7,528.00	15,473.74	3,000.00	19.24	19.388	50.81
Nevada and California Railway ^a	17,945.00	30,192.88	14,000.00	99.20	46.369	468.41
Nevada-California-Oregon Railway	15,152.00	22,222.01	4,000.00	19.89	18.000	574.29
Nevada Central Railroad	16,078.00	16,098.39	1,250.00	7.79	7.794	134.95
Nevada Copper Belt Railroad	39,112.61	25,296.60	5,750.00		22.780	1,229.02
Nevada Northern Railway	18,173.00	16,773.18	17,500.00	80.63	104.333	4,841.29
San Pedro, Los Angeles and Salt Lake Railroad	78,649.00	61,890.79	12,000.00	12.81	19.408	1,961.13
Silver Peak Railroad	11,428.00	11,745.00				43.21
Tonopah and Goldfield Railroad	31,580.00	96,517.49	10,000.00	15.96	27.884	2,715.08
Tonopah and Tidewater Railroad	24,762.00	22,039.91	4,000.00	16.54	18.174	620.11
Virginia and Truckee Railway	74,096.00	65,450.74	8,750.00	12.94	13.369	1,351.29
Western Pacific Railway	160,078.00	86,892.24	10,000.00	7.13	11.508	633.82

Italic figures denote deficit.

All figures on cost are for that portion of the various roads in Nevada only.

^aNet earnings per mile of road, on basis of rents received for lease of road to Southern Pacific Company.

^bFormerly Eureka and Palisade Railway. Cost to 1912 is cost of reconstruction of road only.

GROSS TAXES PAID BY CARRIERS TO STATE OF NEVADA, FOR YEARS ENDING JUNE 30, 1910, 1911, 1912, 1913

Companies	1910	1911	1912	Mileage, 1912	Per mile of road		
					1910	1911	1912
Atchison, Topeka and Santa Fe Railway ^a	\$1,108.52	\$1,051.85	\$830.12	11.80	\$86.13	\$90.87	\$71.53
Bullfrog-Goldfield Railroad	14,925.20	10,982.38	7,959.51	83.01	179.80	132.08	96.89
Central Pacific Railway	294,779.45	350,879.31	351,610.38	496.54	675.08	781.64	770.16
Eureka-Nevada Railway ^b	4,347.27			58.00	49.40		
Goldfield Consolidated M. and T. Co.			434.02	3.96			107.07
Las Vegas and Tonopah Railroad	30,529.53	23,699.75	19,100.29	200.46	153.05	118.25	96.23
Nevada and California Railroad	96,477.76	52,272.56	54,920.35	222.73	442.14	234.69	246.53
Nevada-California-Oregon Railway	2,263.96	3,397.39	4,080.82	27.75	80.45	120.73	146.25
Nevada Central Railroad	4,372.75	4,307.50	3,953.05	93.30	46.86	46.09	43.37
Nevada Copper Belt Railroad	586.00	1,094.64	3,195.00	41.47	41.86	34.97	77.04
Nevada Northern Railroad	38,969.67	43,523.09	62,505.10	165.08	223.96	263.65	378.63
San Pedro, Los Angeles and Salt Lake Railroad	65,954.12	67,404.81	76,065.21	267.10	271.39	274.47	284.78
Silver Peak Railroad	1,119.93	833.90	887.11	17.50	63.15	47.64	50.69
Tonopah and Goldfield Railroad	34,453.74	27,662.25	28,420.77	110.41	313.61	250.40	257.41
Tonopah and Tidewater Railroad	5,234.84	5,066.43	3,754.08	36.25	144.41	139.77	108.55
Virginia and Truckee Railway	17,505.49	19,498.45	23,633.42	67.48	259.42	288.80	350.23
Western Pacific Railway		74,621.98	74,101.23	421.37		177.08	176.86
Central Pacific Railway—In California	734,711.75	646,457.72	908,507.09	1,139.04	980.40	862.30	797.60
San Pedro, Los Angeles and Salt Lake Railroad—In California	92,595.26	89,612.77	82,723.76	246.30	883.82	863.70	835.87
San Pedro, Los Angeles and Salt Lake Railroad—In Utah	126,566.69	130,273.56	139,847.96	498.67	253.81	261.24	280.44
Wells, Fargo & Co. (Express)	2,543.26	2,793.16	1,279.20	1,966.37			
Postal Telegraph Company			863.31				
Pacific Telephone and Telegraph Company	1,434.00	1,611.00	1,206.00				
Globe Express Company			388.85	422.00			
American Express Company		379.15	1,544.28				
The Pullman Company	2,944.62	3,261.89	3,355.79	1,484.07			

^aAtchison, Topeka and Santa Fe Railway figures shown cover property heretofore shown as the Barnwell and Searchlight Railway.^bEureka-Nevada Railway formerly Eureka and Palisade Railway.

TELEPHONE AND TELEGRAPH COMPANIES

Companies	Stocks and bonds outstanding, 1912	Gross earnings, 1912	Operating expenses, 1912	Net operating revenues, 1912	Taxes paid, 1912	Ratio of taxes paid to gross earnings, per cent	Dividends paid, 1912
Bridgeport Telephone and Telegraph Company							
California and Oregon Telegraph Company	\$36,700.00	\$360.00	\$120.00	\$240.00	\$256.15	2.42	
Consolidated Power and Telephone Company	100,000.00	10,602.24	10,317.71	284.53	14.00	6.86	
Elko County Telephone and Telegraph Company	46,280.00	1,712.58	1,303.09	409.49	300.58	1.81	\$3,544.40
Goleconda Telephone and Power Company	25,430.00	16,702.88	14,116.47	2,586.41	123.59	1.64	1,884.00
Nevada Northern Railway Telegraph Company		7,514.54	4,761.47	2,753.07			
Nevada Telephone and Telegraph Company	177,186.67	70,319.22	47,484.56	22,834.66			
Norfolk Nevada Telephone Company	7,550.00	1,044.23	47.80	996.43	40.82	3.92	765.00
Pacific Telephone and Telegraph Company	92,080,000.00	\$58,049.00	60,412.00	2,637.00	1,205.00	2.08	1,305,750.00
Searchlight and Western Telephone Company	60,000.00	\$14,130.84	1,015.33	1,115.51	92.96	8.22	800.00
Utah, Nevada and Idaho Telephone Company	258,550.00	\$14,890.01	9,232.08	5,657.93	246.43	1.65	
Yerington Electric Company		5,745.58	6,126.23	\$80.65			
Totals	\$82,780,776.67	\$197,629.34	\$169,627.12	\$27,902.22	\$2,380.52	2.09	\$1,312,743.40

Italic figures denote deficit.^aRevenues and expenses are for the portion of system in Nevada only.

ELECTRIC LIGHT, POWER, AND GAS COMPANIES

Companies	Stocks and bonds outstanding, 1912	Gross earnings, 1912	Operating expenses, 1912	Net operating revenues, 1912	Taxes paid, 1912	Ratio of taxes paid to gross earnings, per cent	Dividends paid, 1912
Consolidated Power and Telephone Company	\$118,500.00	\$13,913.01	\$9,158.78	\$4,755.23	\$114.00	0.82	-----
Elko Water and Light Corporation	150,000.00	28,443.55	21,380.25	7,063.30	222.70	0.76	\$4,400.00
Ely Light and Power Company	200,000.00	41,907.83	31,870.23	10,037.60	817.68	1.96	-----
Lewistown Light and Power Company	11,000.00	3,767.93	2,893.39	804.54	26.87	0.70	-----
Minden Water, Light and Power Company	11,000.00	3,048.73	2,209.16	839.57	42.21	1.38	-----
Pacific Power Company	1,600,000.00	48,769.72	15,043.16	30,725.89	1,625.63	3.33	-----
Pacific Power, Light and Water Company	1,750,000.00	189,642.64	82,991.83	106,651.06	6,806.52	3.59	80,000.00
S. R. Young Electric Plant	-----	3,987.15	3,980.00	\$2.35	-----	-----	-----
Stanton Valley Smelting and Mining Company	-----	15,291.67	6,933.36	8,358.31	540.32	3.53	-----
The Nevada-California Power Company	7,818,000.00	819,358.62	187,033.48	642,325.14	21,000.00	2.58	182,660.00
The Truckee River General Electric Company	3,000,000.00	297,513.57	91,806.45	205,707.12	11,888.94	2.60	157,500.00
Winnemucca Water and Light Company	100,000.00	19,923.09	28,672.21	8,749.12	372.83	1.87	-----
Total electric	\$14,759,560.00	\$1,465,537.32	\$468,620.77	\$1,028,916.55	\$43,457.30	2.92	\$424,560.00
Carson City Coal Gas Company	\$50,000.00	\$6,499.99	\$5,911.82	\$588.17	\$713.20	10.97	-----
Nevada Gas Company	150,000.00	12,174.12	12,941.30	767.18	385.76	3.00	-----
Reno Power, Light and Water Company	-----	42,323.72	31,539.31	10,784.41	1,519.08	3.59	-----
Total gas	\$200,000.00	\$60,997.83	\$50,392.43	\$10,606.40	\$2,598.04	4.28	-----

Figures in *italic* denote deficit.

The taxes paid by the Reno Power, Light and Water Company are divided arbitrarily between water, gas and electric on a gross earnings basis. The reports to the Commission show the total for the three utilities only.

Gross earnings include nonoperating revenues.

WATER COMPANIES

Companies	Stocks and bonds outstanding, 1912	Gross earnings, 1912	Operating expenses, 1912	Net operating revenue, 1912	Taxes paid, 1912	Ratio of taxes paid to gross earnings, per cent	Dividends paid, 1912
Austin Water Company	\$25,000.00	\$3,194.50	\$3,357.90	\$162.40	\$200.70	6.23	
Carson Water Company	100,000.00	16,210.10	6,683.66	9,626.44	2,337.01	14.42	\$10,000.00
Elko Water and Light Corporation	150,000.00	19,948.81	14,327.26	5,621.55	4,408.06	2.02	9,900.00
Ely Water Company	755,000.00	22,239.99	10,121.09	12,118.90	951.54	4.37	
Eureka Water Works		3,874.53	2,975.41	899.12	865.00	9.16	
Hawthorne Water Works		2,236.70	1,068.93	1,197.77	69.00	3.00	
Indian Springs Water Company	200,000.00	4,989.14	4,763.50	225.64	123.81	2.48	4,115.30
Las Vegas Land and Water Company	50,000.00	6,338.54	5,630.66	707.88	260.36	4.11	
Manhattan Water Company		4,826.49	3,386.50	1,439.99	6.50	0.13	
Reno Power, Light and Water Company	11,060.00	1,800.40	971.17	829.23	42.21	2.84	
Ruby Hill Water Works		91,736.93	25,802.21	65,934.72	3,292.60	3.99	
The Esmeralda Water and Milling Company		1,316.65	1,234.41	82.24	80.00	2.38	
The Goldfield Consolidated Water Company	100,000.00	2,094.30	6,968.90	4,874.60	151.54	2.72	38,559.84
Tonopah Sewer and Drainage Company	1,286,986.00	94,891.68	38,123.16	56,768.52	2,210.13	2.33	
Tonopah United Water Company	2,200,000.00	86,721.03	5,728.34	81,000.00	988.00	2.40	
Virginia and Gold Hill Water Company	6,000,000.00	118,721.53	35,948.56	82,772.97	2,384.01	2.49	
Virginia Ranch, Land and Cattle Company		112,816.30	78,548.11	34,268.19	4,783.06	2.14	37,500.00
Winnemucca Water and Light Company		10,542.92	12,010.63	1,467.71	381.00	3.29	
Total water	\$9,071,556.00	\$507,781.26	\$287,705.82	\$250,075.44	\$18,559.53	3.65	\$101,075.04

Figures in *italic* denote deficit.

The taxes paid by the Reno Power, Light and Water Company are divided arbitrarily between water, gas and electric on a gross earnings basis. The reports to the Commission show the total for the three utilities only.

Nonoperating revenues are included in the gross earnings.

STATE OF NEVADA

ANNUAL REPORT

OF THE

**State License and Bullion
Tax Agent**

1911

L. F. ADAMSON
State License and Bullion Tax Agent



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT

1912



REPORT OF STATE LICENSE AND BULLION TAX AGENT

CARSON CITY, NEVADA, February 15, 1912.

HON. TASKER L. ODDIE, *Governor of Nevada, Carson City, Nevada.*

DEAR SIR: It affords me great pleasure to submit the following report from this department covering license collections made by the various Sheriffs, acting as ex officio license collectors, throughout the State, for the year ending December 31, 1911; also bullion tax collections, together with condensed statement of output of mines and mining properties according to the records of the several County Assessors.

In an effort to make this report as comprehensive as may be, I have compiled some rather elaborate comparisons by percentages, and in the matter of the bullion tax have gone back to the beginning of the year 1909, by counties, in order that progression or retrogression, as the case might be, could be shown.

In tabulated statements appended I have shown license collections under certain classifications by counties and quarters, for the year 1911, with percentages of total gain or loss by quarters for each county. In my opinion this may not be accepted as a true index of comparative business conditions, for the reason that seasons are considerable factors in local business activities, and to obtain a true perspective it would be necessary to compare the quarters for 1911 with the same quarters for 1910, under identical classifications. This I am unable to do for lack of satisfactory data for the year 1910. However, the tabulations shown in this report, if carried out, will enable your agent to furnish you with much more intelligent reports in the future.

I would also call your attention to the fact that state liquor and sheep licenses are collected on a yearly, instead of a quarterly, basis, and comparisons thereon cannot be made within the same year.

It seems to have been the custom in the past to submit recommendations with these annual reports, but I do not believe that this is a prerogative of your agent. For this reason I will refrain from making recommendations, although some personal ideas may be advanced herein, based on facts, that will possibly touch close to the borderland.

There are many cases throughout the State in statutory classified licenses, where it appears to your agent underpayments are being made. These payments are all made under sworn statements, and there is no statute authorizing either your agent or the license collector to go behind these statements when he entertains a doubt as to their accuracy.

During the past year there has been many instances of self-evident incorrect license collections and a number of failures to collect when due, all being apparent honest errors which were immediately adjusted upon being brought to the notice of the license collectors. A detailed statement of these small matters would be of no especial interest or benefit, but would very materially increase the length of this report and the cost of its publication. It is therefore omitted.

4 REPORT OF STATE LICENSE AND BULLION TAX AGENT

The only license discrepancy of particular note during the year was in the case of License Collector A. J. Butler of White Pine County. In May last your agent ascertained that proper returns were not being made from this county and took the matter up by letter with the license collector. Shortly thereafter he received a wire from District Attorney McFadden stating that License Collector Butler was missing, and he thereupon immediately repaired to Ely, the county-seat of White Pine County, and made an exhaustive audit of the license collector's records, a detailed report of which was furnished to you under date of May 27, 1911. This report was also transmitted to the Attorney-General, the State Controller, the District Attorney, the Board of County Commissioners and the grand jury of White Pine County. The summary of apparent license shortages is as follows:

State liquor licenses	\$3,428.65
County licenses for April, 1911	972.90
County licenses for May, 1911.....	91.65
Total.....	\$4,493.20

Your agent appeared before the grand jury, and was examined at length. It has since developed that the result of this examination was the finding of a true bill against License Collector A. J. Butler. The matter is now in the hands of the judicial branch of the state and county government.

There has been quite a few instances of erroneous bullion tax returns, the majority of which have been adjusted along lines laid down by the statutes as interpreted by the Attorney-General and this department, and in every case it has resulted in increased revenue to the State. Those that have not been adjusted are in process of investigation, and you will be advised of results at the earliest moment possible.

It is unfortunate that the system of taxing the statutory net proceeds of mines necessarily delays the returns to such an extent that the last quarter cannot be included in the annual report. While I fully realize that guesswork has no part in a report of this nature, I cannot well resist the impulse to suggest my belief that the fourth quarter of 1911 is going to show a very substantial increase over preceding quarters.

The following detailed statements, with remarks, are self-explanatory.

Respectfully submitted,

L. F. ADAMSON,
State License and Bullion Tax Agent.

DETAILED STATEMENTS

LICENSESES

Following is detailed statement of license collections by counties and for the State as a whole, for quarters, under classifications, during the year 1911. Percentage of increase or decrease in totals by quarters is shown, exclusive of state liquor and sheep licenses, which latter are yearly collections:

CHURCHILL COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$127.50	\$142.50	\$187.50	\$217.50	\$675.00
Merchandise.....	262.50	278.75	326.25	306.25	1,173.75
Amusements, billiards, slot machines.....	47.50	195.85	370.00	174.17	787.52
Miscellaneous.....	141.00	218.50	193.50	171.00	724.00
County liquor.....	715.00	755.00	807.50	870.00	3,147.50
	\$1,293.50	\$1,590.60	\$1,884.75	\$1,738.92	\$6,507.77
State liquor.....	1,724.00	209.00	150.00	75.00	2,158.00
Sheep.....	150.00				150.00
Totals.....	\$3,167.50	\$1,799.60	\$2,034.75	\$1,813.92	\$8,815.77

Second quarter shows an increase in collection of county licenses over first quarter of 23 per cent; third quarter over first quarter, 46 per cent; third quarter over second quarter, 18½ per cent; fourth quarter over first quarter, 34½ per cent; fourth quarter over second quarter, 9½ per cent, and fourth quarter shows a decrease against third quarter of 8½ per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 34½ per cent. This is the best showing made by any county in the State, and is due to no abnormal local condition in so far as this department is able to ascertain.

CLARK COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$217.50	\$232.50	\$270.00	\$270.00	\$990.00
Merchandise.....	431.25	450.00	408.75	401.25	1,691.25
Amusements, billiards, slot machines.....	670.00	375.00	255.00	145.00	1,445.00
Miscellaneous.....	178.50	193.50	216.00	186.00	774.00
County liquor.....	870.00	930.00	870.00	870.00	3,540.00
	\$2,367.25	\$2,181.00	\$2,019.75	\$1,872.25	\$8,440.25
State liquor.....	1,812.00	162.50	25.00	28.00	2,027.50
Totals.....	\$4,179.25	\$2,343.50	\$2,044.75	\$1,900.25	\$10,467.75

Second quarter shows a decrease in collection of county licenses against first quarter of 8½ per cent; third quarter against first quarter, 17 per cent; third quarter against second quarter, 8 per cent; fourth quarter

6 REPORT OF STATE LICENSE AND BULLION TAX AGENT

against first quarter, 26½ per cent; fourth quarter against second quarter, 16½ per cent; fourth quarter against third quarter, 8 per cent. Using county license collections for the first quarter as a basis gives an average decrease for the remaining three quarters of 17 per cent. This falling off is due largely to labor troubles which seriously affected local business conditions in the town of Las Vegas, which is a railroad division point, and it should not be held in any sense as against the normal prosperity of the county.

DOUGLAS COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$97.50	\$102.50	\$75.00	\$101.25	\$376.25
Merchandise.....	127.50	141.90	142.50	147.50	559.40
Amusements, billiards, slot machines.....		75.00	140.00	120.00	335.00
Miscellaneous.....	157.00	219.50	169.50	182.00	728.00
County liquor.....	390.00	440.00	435.00	425.00	1,690.00
	\$772.00	\$978.00	\$962.00	\$975.75	\$3,688.65
State liquor.....	724.00	112.50	25.00	25.00	886.50
Sheep.....		300.00			300.00
Totals.....	\$1,496.00	\$1,391.40	\$987.00	\$1,000.75	\$4,875.15

Second quarter shows an increase in collection of county licenses over first quarter of 27 per cent; third quarter over first quarter, 24½ per cent; third quarter shows a decrease against second quarter of 2 per cent; fourth quarter shows an increase over first quarter of 26½ per cent; fourth quarter shows a decrease against second quarter of 0½ per cent, and fourth quarter shows an increase over third quarter of 1½ per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 26 per cent. This is a very creditable showing in view of the fact that there was no extraordinary condition existing at any time during the year, and it gives Douglas County second place in the column of percentage increases.

ELKO COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$172.50	\$187.50	\$210.00	\$217.50	\$787.50
Merchandise.....	806.25	806.25	836.25	836.25	3,285.00
Amusements, billiards, slot machines.....	30.00	185.00	320.00	370.00	905.00
Miscellaneous.....	171.00	186.00	198.50	151.00	706.50
County liquor.....	1,905.00	1,935.00	2,210.00	2,055.00	8,105.00
	\$3,084.75	\$3,229.75	\$3,774.75	\$3,629.75	\$13,789.00
State liquor.....	5,136.00	375.00	325.00	87.50	5,923.50
Sheep.....	1,690.00		2,695.00		4,385.00
Totals.....	\$9,910.75	\$3,674.75	\$6,794.75	\$3,717.25	\$24,097.50

Second quarter shows an increase in collection of county licenses over first quarter of 7 per cent; third quarter over first quarter, 22½ per cent; third quarter over second quarter, 14½ per cent; fourth quarter over first quarter, 14½ per cent; fourth quarter over second quarter, 10 per cent; and fourth quarter shows a decrease against third quarter of 4 per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 15½ per cent. This appears to be a natural healthy growth and is a showing that Elko County may well be proud of.

REPORT OF STATE LICENSE AND BULLION TAX AGENT 7

ESMERALDA COUNTY.	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses	\$282.50	\$195.00	\$202.50	\$161.25	\$841.25
Merchandise	1,227.50	1,013.75	991.25	972.50	4,205.00
Amusements, billiards, slot machines	430.00	303.35	338.60	413.40	1,485.35
Miscellaneous	297.50	322.50	323.50	345.00	1,288.50
County liquor	2,505.00	1,820.00	1,880.00	1,630.00	7,835.00
	\$4,742.50	\$3,654.60	\$3,735.85	\$3,522.15	\$15,655.10
State liquor	5,484.00	262.50	275.00	37.50	6,059.00
Totals	\$10,226.50	\$3,917.10	\$4,010.85	\$3,559.65	\$21,714.10

Second quarter shows a decrease in collection of county licenses against first quarter of 29½ per cent; third quarter against first quarter, 27 per cent; third quarter shows an increase over second quarter of 2¼ per cent; fourth quarter shows a decrease against first quarter of 34 per cent; fourth quarter against second quarter, 3½ per cent, and fourth quarter against third quarter of 6 per cent. Owing to the fact that the Legislature in March last formed the county of Mineral from the northern portion of Esmeralda County, thereby reducing Esmeralda County's license revenue, in considering the matter of increase and decrease, in order to get at the true status of affairs, the first quarter must be eliminated. Along this line, using the second quarter as a basis it shows an average decrease for the last two quarters of a fraction of 1 per cent.

EUREKA COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses	\$30.00	\$67.50	\$60.00	\$60.00	\$217.50
Merchandise	191.25	198.75	191.25	183.75	765.00
Amusements, billiards, slot machines	15.00	5.00			20.00
Miscellaneous	45.00	45.00	7.50	7.50	105.00
County liquor	525.00	630.00	660.00	705.00	2,520.00
	\$806.25	\$946.25	\$918.75	\$956.25	\$3,627.50
State liquor	1,112.00	37.50	50.00	37.50	1,237.00
Totals	\$1,918.25	\$983.75	\$968.75	\$993.75	\$4,864.50

Second quarter shows an increase in collection of county licenses over first quarter of 17¾ per cent; third quarter over first quarter, 14 per cent; third quarter shows a decrease against second quarter of 3 per cent; fourth quarter shows an increase over first quarter of 18½ per cent; fourth quarter over second quarter, 1 per cent; and fourth quarter over third quarter, 4 per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 16½ per cent. This is a very gratifying showing and appears to be but the forerunner of good things to come from Eureka County.

HUMBOLDT COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses	\$262.50	\$352.50	\$360.00	\$262.50	\$1,237.50
Merchandise	617.50	645.00	625.00	517.50	2,405.00
Amusements, billiards, slot machines	115.00	840.00	345.00	175.00	1,475.00
Miscellaneous	112.50	220.00	272.50	172.50	777.50
County liquor	2,650.00	2,835.00	2,820.00	2,410.00	10,715.00
	\$3,757.50	\$4,892.50	\$4,422.50	\$3,537.50	\$16,610.00
State liquor	6,274.00	384.00	475.00	125.00	7,258.00
Sheep	300.00	1,700.00	1,275.00	75.00	3,350.00
Totals	\$10,331.50	\$6,976.50	\$6,172.50	\$3,737.50	\$27,218.00

8 REPORT OF STATE LICENSE AND BULLION TAX AGENT

Second quarter shows an increase in collection of county licenses over first quarter of 30 per cent; third quarter over first quarter, 17½ per cent; third quarter shows decrease against second quarter of 10½ per cent; fourth quarter against first quarter, 6 per cent; fourth quarter against second quarter, 38½ per cent; fourth quarter against third quarter, 22 per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 14 per cent.

LANDEB COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$105.00	\$112.50	\$105.00	\$80.00	\$412.50
Merchandise.....	182.50	182.50	190.00	182.50	737.50
Amusements, billiards, slot machines.....	5.00	70.00	35.00	35.00	145.00
Miscellaneous.....	132.00	132.00	154.50	167.00	585.50
County liquor.....	705.00	705.00	660.00	690.00	2,760.00
	\$1,129.50	\$1,202.00	\$1,144.50	\$1,164.50	\$4,640.50
State liquor.....	1,612.00	187.50	75.00	37.50	1,912.00
Totals.....	\$2,741.50	\$1,389.50	\$1,219.50	\$1,202.00	\$6,552.50

Second quarter shows an increase in collection of county licenses over first quarter of 6½ per cent; third quarter over first quarter of 1½ per cent; third quarter shows a decrease against second quarter of 5 per cent; fourth quarter shows an increase over first quarter of 3 per cent; fourth quarter shows a decrease against second quarter of 3 per cent, and fourth quarter shows an increase over third quarter of 2 per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 3½ per cent.

LINCOLN COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$127.50	\$210.00	\$105.00	\$75.00	\$517.50
Merchandise.....	416.25	337.50	202.50	176.25	1,132.50
Amusements, billiards, slot machines.....	35.00	35.00	35.00	50.00	155.00
Miscellaneous.....	214.50	162.00	162.00	147.00	685.50
County liquor.....	930.00	870.00	870.00	690.00	3,360.00
	\$1,723.25	\$1,614.50	\$1,374.50	\$1,138.25	\$5,850.50
State liquor.....	2,036.00	287.50	87.50	75.00	2,486.00
Sheep.....		1,250.00			1,250.00
Totals.....	\$3,759.25	\$3,152.00	\$1,462.00	\$1,213.25	\$9,586.50

Second quarter shows decrease against first quarter of 6½ per cent; third quarter against first quarter, 25½ per cent; third quarter against second quarter, 17½ per cent; fourth quarter against first quarter, 51 per cent; fourth quarter against second quarter, 42 per cent; fourth quarter against third quarter, 20½. Using license collections for the first quarter as a basis gives an average decrease for remaining three quarters of 25½ per cent. This falling off is largely due to labor troubles adversely affecting local business interests in the town of Caliente, which is a railroad division point, and to legal complications among the mining interests, which proved a serious drawback to the town of Pioche. These conditions were far from being normal.

LYON COUNTY		1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....		\$195.00	\$202.50	\$185.00	\$185.00	\$777.50
Merchandise.....		355.00	382.50	360.00	356.25	1,453.75
Amusements, billiards, slot machines.....		20.00	152.00	195.00	165.00	532.00
Miscellaneous.....		73.50	83.50	36.00	138.50	331.50
County liquor.....		980.00	985.00	980.00	915.00	3,840.00
		\$1,603.50	\$1,805.50	\$1,766.00	\$1,759.75	\$6,934.75
State liquor.....		1,962.00	75.00	100.00	78.00	2,215.00
Sheep.....		300.00		300.00		600.00
Totals.....		\$3,865.50	\$1,880.50	\$2,166.00	\$1,837.75	\$9,749.75

Second quarter shows an increase in collection of county licenses over first quarter of $12\frac{1}{2}$ per cent; third quarter over first quarter, 10 per cent; third quarter shows decrease against second quarter of $2\frac{1}{4}$ per cent; fourth quarter shows increase over first quarter of $9\frac{1}{4}$ per cent; fourth quarter shows decrease against second quarter of $2\frac{1}{2}$ per cent, and fourth quarter against third quarter of $0\frac{1}{2}$ per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 11 per cent.

MINERAL COUNTY		1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....		\$7.50	\$90.00	\$75.00	\$67.50	\$240.00
Merchandise.....		41.25	187.50	202.50	180.00	611.25
Amusements, billiards, slot machines.....		5.00	15.00	35.00	30.00	85.00
Miscellaneous.....			37.50			37.50
County liquor.....		60.00	700.00	735.00	615.00	2,110.00
		\$113.75	\$1,030.00	\$1,047.50	\$892.50	\$3,083.75
State liquor.....		250.00	212.00	112.50	12.50	587.00
Totals.....		\$363.75	\$1,242.00	\$1,160.00	\$905.00	\$3,670.75

Second quarter shows an increase in collection of county licenses over first quarter of 805 per cent; third quarter over first quarter, 821 per cent; third quarter over second quarter, $1\frac{1}{2}$ per cent; fourth quarter over first quarter, 685 per cent; fourth quarter shows decrease against second quarter of $15\frac{1}{4}$ per cent, and fourth quarter against third quarter of $17\frac{1}{4}$ per cent. The extremely small showing for the first quarter is due to the fact that the Legislature only formed Mineral County from the northern portion of Esmeralda County during the month of March last, and the large majority of licenses from this district for the first quarter therefore went to Esmeralda County. And for this reason, in considering the matter of increase and decrease, in order to get at the true status of affairs, the first quarter must be eliminated. Along this line, using second quarter as a basis, gives an average decrease for the last two quarters of 6 per cent.

10 REPORT OF STATE LICENSE AND BULLION TAX AGENT

NYE COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$198.75	\$228.75	\$213.75	\$161.25	\$802.50
Merchandise.....	945.00	960.00	918.75	817.50	3,641.25
Amusements, billiards, slot machines.....	645.00	605.00	865.00	815.00	2,930.00
Miscellaneous.....	207.50	285.00	560.00	295.00	1,347.50
County liquor.....	1,890.00	2,260.00	2,140.00	1,980.00	8,260.00
	\$3,886.25	\$4,328.75	\$4,697.50	\$4,068.75	\$16,981.25
State liquor.....	4,060.00	500.00	262.50	62.50	4,885.00
Sheep.....				73.50	73.50
Totals.....	\$7,946.25	\$4,828.75	\$4,960.00	\$4,104.75	\$21,939.75

Second quarter shows an increase in collection of county licenses over first quarter of 11½ per cent; third quarter over first quarter, 21 per cent; third quarter over second quarter, 8½ per cent; fourth quarter over first quarter, 4½ per cent; fourth quarter shows decrease against second quarter of 6½ per cent, and fourth quarter against third quarter of 15½ per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 12½ per cent. This is a very creditable showing and is due largely to the natural growth of the mining industry in the Tonopah Mining District.

ORMSBY COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$75.00	\$120.00	\$75.00	\$82.50	\$352.50
Merchandise.....	386.25	352.50	367.50	367.50	1,473.75
Amusements, billiards, slot machines.....	170.00	315.00	300.00	110.80	895.80
Miscellaneous.....	126.00	133.50	88.50	96.00	444.00
County liquor.....	675.00	660.00	630.00	645.00	2,610.00
	\$1,432.25	\$1,581.00	\$1,461.00	\$1,301.80	\$5,776.05
State liquor.....	1,674.00	37.50	25.00	12.50	1,749.00
Totals.....	\$3,106.25	\$1,618.50	\$1,486.00	\$1,314.30	\$7,525.05

Second quarter shows an increase in collection of county licenses over first quarter of 10½ per cent; third quarter over first quarter, 2 per cent; third quarter shows a decrease against second quarter of 8½ per cent; fourth quarter against first quarter of 10 per cent; fourth quarter against second quarter, 21½ per cent, and fourth quarter against third quarter of 12 per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 11½ per cent.

STOREY COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$60.00	\$60.00	\$82.50	\$97.50	\$300.00
Merchandise.....	345.00	367.50	392.50	406.50	1,511.50
Amusements, billiards, slot machines.....		105.00	85.00	190.00	380.00
Miscellaneous.....	155.00	155.00	181.50	155.00	646.50
County liquor.....	675.00	750.00	795.00	780.00	3,000.00
	\$1,235.00	\$1,437.50	\$1,536.50	\$1,629.00	\$5,838.00
State liquor.....	1,711.00	112.50	150.00	37.50	2,011.00
Sheep.....		25.00			25.00
Totals.....	\$2,946.00	\$1,575.00	\$1,686.50	\$1,666.50	\$7,874.00

Second quarter shows an increase in collection of county licenses over first quarter of $16\frac{1}{4}$ per cent; third quarter over first quarter of $24\frac{1}{4}$ per cent; third quarter over second quarter of 7 per cent; fourth quarter over first quarter, 32 per cent; fourth quarter over second quarter, $13\frac{1}{4}$ per cent, and fourth quarter over third quarter of 6 per cent. Using license collections for the first quarter as a basis gives an average increase for the remaining three quarters of $24\frac{1}{4}$ per cent. Storey County shows the most consistent progression in the matter of license collections of any county in the State. This is due largely to increased activity and development in the Comstock Mining District.

WASHOE COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$555.00	\$592.50	\$607.50	\$645.00	\$2,400.00
Merchandise.....	1,387.50	1,732.50	1,788.75	1,736.25	6,645.00
Amusements, billiards, slot machines.....	435.00	947.50	1,115.00	935.05	3,432.55
Miscellaneous.....	662.50	700.00	737.50	707.50	2,807.50
County liquor.....	3,015.00	3,015.00	2,985.00	2,900.00	11,915.00
	\$6,055.00	\$6,987.50	\$7,233.75	\$6,923.80	\$27,200.05
State liquor.....	6,908.00	1,050.00	275.00	112.50	8,345.50
Sheep.....	1,100.00	625.00	175.00		1,900.00
Totals.....	\$14,063.00	\$8,662.50	\$7,683.75	\$7,036.30	\$37,445.55

Second quarter shows an increase in collections of county licenses over first quarter of $15\frac{1}{2}$ per cent; third quarter over first quarter, $19\frac{1}{4}$ per cent; third quarter over second quarter, $3\frac{1}{2}$ per cent; fourth quarter over first quarter, $14\frac{1}{4}$ per cent; fourth quarter shows a decrease against second quarter of 1 per cent and against third quarter of $4\frac{1}{4}$ per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of $16\frac{1}{4}$ per cent. This is a very satisfactory showing and indicates a good healthy growth under normal conditions.

WHITE PINE COUNTY	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$180.00	\$157.50	\$270.00	\$210.00	\$817.50
Merchandise.....	667.50	607.50	592.50	630.00	2,497.50
Amusements, billiards, slot machines.....	300.00	315.00	355.00	425.00	1,395.00
Miscellaneous.....	322.50	390.00	390.00	317.50	1,420.00
County liquor.....	1,650.00	1,680.00	1,560.00	1,590.00	6,480.00
	\$3,120.00	\$3,150.00	\$3,167.50	\$3,172.50	\$12,610.00
State liquor.....	3,610.00	150.00	50.00	62.50	3,872.50
Sheep.....		75.00			75.00
Totals.....	\$6,730.00	\$3,375.00	\$3,217.50	\$3,235.00	\$16,557.50

Second quarter shows an increase in collection of county licenses over first quarter of 1 per cent; third quarter over first quarter, $1\frac{1}{4}$ per cent; third quarter over second quarter, $0\frac{1}{2}$ per cent; fourth quarter over first quarter, $1\frac{1}{2}$ per cent; fourth quarter over second quarter, $0\frac{3}{4}$ per cent; fourth quarter over third quarter, $0\frac{1}{2}$ per cent. Using license collections for the first quarter as a basis gives an average increase for the remaining three quarters of $1\frac{1}{2}$ per cent.

12 REPORT OF STATE LICENSE AND BULLION TAX AGENT

THE STATE AS A WHOLE	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants, lodging-houses.....	\$2,693.75	\$3,053.75	\$3,093.75	\$2,903.75	\$11,745.00
Merchandise.....	8,390.00	8,644.40	8,536.25	8,217.75	33,788.40
Amusements, billiards, slot machines.....	2,922.50	4,538.70	4,788.60	4,153.42	16,403.22
Miscellaneous.....	2,996.00	3,483.50	3,691.00	3,238.50	13,409.00
County liquor.....	20,120.00	20,960.00	21,037.50	19,770.00	81,887.50
	<u>\$37,122.25</u>	<u>\$40,680.35</u>	<u>\$41,147.10</u>	<u>\$38,283.42</u>	<u>\$157,233.12</u>
State liquor.....	46,069.00	4,155.00	2,462.50	906.00	53,612.50
Sheep.....	3,540.00	3,975.00	4,445.00	148.50	12,108.50
Totals.....	<u>\$86,751.25</u>	<u>\$48,810.35</u>	<u>\$48,054.60</u>	<u>\$39,337.92</u>	<u>\$222,954.12</u>

Second quarter shows an increase in collection of county licenses over first quarter of $9\frac{1}{2}$ per cent; third quarter over first quarter, 11 per cent; third quarter over second quarter, $1\frac{1}{4}$ per cent; fourth quarter over first quarter, $3\frac{1}{4}$ per cent; fourth quarter shows a decrease against second quarter of $6\frac{1}{4}$ per cent, and fourth quarter against third quarter of $7\frac{1}{4}$ per cent. Using county license collections for the first quarter as a basis gives an average increase for the remaining three quarters of 8 per cent.

Following is a recapitulation of classifications by counties and quarters for the year 1911:

First Quarter, 1911

County	Hôtels, restaurants, lodging-houses	Merchandise	Amusements, billiards, slot machines	Miscellaneous	County liquor	State liquor	Sheep	Total
Churchill	\$127.50	\$382.50	\$47.50	\$141.00	\$715.00	\$1,724.00	\$150.00	\$3,187.50
Clark	217.50	131.25	670.00	178.50	870.00	1,812.00		4,179.25
Douglas	97.50	847.25		157.00	380.00	724.00		1,496.00
Elko	172.50	807.25	30.00	171.00	1,305.00	5,126.00	1,680.00	8,510.75
Esmeralda	282.50	1,247.50	480.00	237.50	2,505.00	6,454.00		10,438.25
Eureka	30.00	1,191.25	115.00	115.00	2,625.00	1,122.00		5,388.25
Humboldt	322.50	617.50	115.00	112.50	2,762.00	6,274.00	300.00	10,831.50
Lander	106.00	182.50	5.00	132.00	705.00	1,612.00		2,741.50
Lincoln	127.50	149.25	95.00	214.50	980.00	2,088.00		3,759.25
Lyon	16.00	365.00	30.00	73.50	980.00	1,852.00	300.00	3,985.50
Mineral	7.50	941.00	5.00		80.00	4,520.00		5,983.75
Nye	192.75	841.00	645.00	207.50	1,890.00	4,520.00		7,948.25
Ormsby	75.00	898.25	170.00	198.00	675.00	1,871.00		3,105.25
Storey	60.00	845.00		155.00	675.00	1,711.00		2,946.00
Washoe	555.80	1,387.50	435.00	682.50	3,015.00	6,903.00	1,100.00	14,083.00
White Pine	180.00	667.50	300.00	822.50	1,650.00	3,610.00		6,730.00
Totals	\$2,663.75	\$3,380.00	\$2,922.50	\$2,998.00	\$20,120.00	\$46,089.00	\$3,540.00	\$98,761.25

Second Quarter, 1911

Churchill	\$142.50	\$278.75	\$195.55	\$218.50	\$755.00	\$209.00		\$1,799.80
Clark	322.50	450.00	372.00	193.50	430.00	1,122.00		2,443.50
Douglas	102.50	441.00	125.00	119.50	380.00	372.00	\$300.00	2,321.00
Elko	127.50	807.25	300.32	326.50	1,985.00	375.00		3,517.16
Esmeralda	198.00	1,013.75	300.32	326.50	1,820.00	375.00		3,917.16
Eureka	67.50	1,198.75	5.00	342.00	680.00	87.50		3,953.75
Humboldt	353.50	645.00	840.00	220.00	2,935.00	384.00	1,700.00	6,978.50
Lander	112.50	182.50	70.00	132.00	870.00	197.50		1,369.50
Lincoln	210.00	337.50	35.00	162.00	705.00	257.50		3,182.50
Lyon	202.50	332.50	125.00	83.50	985.09	75.00	1,250.00	3,180.50
Mineral	157.50	157.50	15.00	37.50	700.00	212.00		1,243.00
Nye	228.75	980.00	605.00	285.00	2,250.00	500.00		4,898.75
Ormsby	120.00	882.50	315.00	133.50	660.00	37.50		1,618.50
Storey	60.00	367.50	105.00	155.00	750.00	112.50	25.00	1,875.00
Washoe	592.50	1,732.50	947.50	700.00	3,015.00	1,050.00	625.00	8,682.50
White Pine	157.50	607.50	315.00	390.00	1,680.00	1,150.00	75.00	3,975.00
Totals	\$3,063.75	\$8,644.40	\$4,538.70	\$3,433.50	\$20,980.00	\$4,155.00	\$3,975.00	\$48,810.35

Third Quarter, 1911

County	Hotels, restaurants, lodging- houses	Merchandise	Amuse- ments, bil- liards, slot machines	Miscella- neous	County liquor	State liquor	Sheep	Total
Churchill	\$187.50	\$326.25	\$370.00	\$198.50	\$307.50	\$150.00		\$2,084.75
Clark	270.00	408.75	255.00	216.00	870.00	25.00		2,044.75
Douglas	75.00	142.50	140.00	169.50	435.00	25.00		987.00
Elko	210.00	886.25	320.00	198.50	2,210.00	325.00		6,784.75
Esmeralda	202.50	991.25	338.60	323.50	1,890.00	275.00	\$2,685.00	4,010.85
Eureka	60.00	131.25		7.50	660.00	50.00		968.75
Humboldt	360.00	625.00	345.00	272.50	2,820.00	475.00	1,275.00	6,172.50
Lander	106.00	190.00	35.00	154.50	660.00	75.00		1,219.50
Lincoln	195.00	202.50	35.00	162.00	870.00	87.50		2,166.00
Lyon	186.00	360.00	196.00	36.00	990.00	100.00	300.00	1,460.00
Mineral	75.00	202.50	35.00		735.00	112.50		1,160.00
Nye	213.75	918.75	865.00	560.00	2,140.00	262.50		4,960.00
Ormsby	75.00	387.50	300.00	88.50	630.00	25.00		1,496.00
Storey	82.50	392.50	85.00	131.50	795.00	150.00		1,686.50
Washoe	607.50	1,788.75	1,115.00	737.50	2,965.00	275.00	175.00	7,683.75
White Pine	270.00	592.50	355.00	330.00	1,560.00	50.00		3,217.50
Totals	\$3,093.75	\$3,536.25	\$4,788.60	\$3,691.00	\$21,037.50	\$2,462.50	\$4,445.00	\$48,064.50

Fourth Quarter, 1911

Churchill	\$217.50	\$306.25	\$174.17	\$171.00	\$370.00	\$75.00		\$1,813.92
Clark	270.00	401.25	145.00	136.00	870.00	28.00		1,900.25
Douglas	101.25	147.50	120.00	182.00	425.00	25.00		1,000.75
Elko	217.50	886.25	370.00	151.00	2,055.00	87.50		3,717.25
Esmeralda	161.25	972.50	413.40	345.00	1,630.00	37.50		3,659.65
Eureka	60.00	133.75		7.50	705.00	37.50		968.75
Humboldt	262.50	617.50	175.00	172.50	2,410.00	125.00	\$75.00	3,737.50
Lander	90.00	182.50	35.00	167.00	690.00	37.50		1,202.00
Lincoln	75.00	176.25	50.00	147.00	690.00	75.00		1,213.25
Lyon	185.00	356.25	166.00	138.50	915.00	78.00		1,837.75
Mineral	67.50	190.00	30.00		615.00	12.50		905.00
Nye	161.25	817.50	815.00	236.00	1,980.00	62.50	75.50	4,204.75
Ormsby	82.50	367.50	110.90	96.00	645.00	12.50		1,314.30
Storey	97.50	406.50	190.00	155.00	780.00	37.50		1,666.50
Washoe	645.00	1,786.25	985.06	707.50	2,900.00	112.50		7,086.30
White Pine	210.00	690.00	425.00	317.50	1,590.00	62.50		3,235.00
Totals	\$2,903.75	\$3,217.75	\$4,168.42	\$3,286.50	\$19,770.00	\$906.00	\$145.50	\$39,337.92

LICENSE SOURCES

The following lists show the licenses collected by the Sheriffs of the respective counties of the State of Nevada for the quarter ending December 31, 1911:

CHURCHILL COUNTY

Frazzini & Getto, Charleston, retail liquor.....	\$30.00	Frazzini & Getto, Charlestown, hotel.....	\$7.50
Alfred Jaquez, Wonder, retail liquor.....	30.00	Bess Fortune, Fallon, lodging.....	7.50
D. D. Middleton, Hazen, retail liquor.....	30.00	V. L. Adams, Wonder, hotel.....	7.50
C. P. Cirac, Stillwater, retail liquor.....	30.00	E. Pope, Fairview, lodging.....	7.50
Coffin & Gruber, Hazen, retail liquor.....	30.00	D. H. Yaho, Fairview, mdse.....	7.50
A. Gruber, Hazen, retail liquor.....	30.00	Mrs. W. D. Clark, Fallon, skating rink.....	7.50
J. R. Jones, Fairview, retail liquor.....	30.00	F. M. Tannahill, Wonder, mdse.....	7.50
C. A. Beckstead, St. Clair, rural liquor.....	15.00	J. Holmes, Wonder, mdse.....	7.50
Norah Swanson, Fairview, retail liquor.....	30.00	D. D. Middleton, Hazen, lodging.....	7.50
M. C. O'Donnell, Hazen, retail liquor.....	30.00	Aven & Green, Fairview, hotel.....	7.50
Litchner & Jurgerson, Fairview, retail liquor.....	30.00	Mrs. M. B. Willits, Fairview, restaurant.....	7.50
James Burns, Wonder, retail liquor.....	30.00	R. S. Brock, Sand Springs, restaurant.....	7.50
Aven & Green, Fairview, retail liquor.....	30.00	Ethyl Harris, Fallon, lodging.....	7.50
R. S. Brock, Sand Springs, rural liquor.....	15.00	John Peterson, Salt Wells, restaurant.....	7.50
John Peterson, Salt Wells, rural liquor.....	15.00	E. W. Black, Fallon, mdse.....	7.50
C. P. Cirac, Stillwater, hotel.....	7.50	C. L. Garret, Sand Springs, restaurant.....	7.50
H. L. Gleason, Fairview, mdse.....	7.50	Mrs. Richard Scholtz, Fairview, boarding.....	7.50
Jack Phelps, Wonder, livery.....	7.50	Mrs. H. W. McNeill, Fallon, mdse.....	7.50
Aime Bermond, Fairview, mdse.....	7.50	Bryant & Byrnes, Fallon, retail liquor.....	30.00
W. Eikle, Hazen, mdse.....	7.50	Lofthouse & Schweikert, Fallon, retail liquor.....	30.00
Lofthouse & Schweikert, Fallon, lodging.....	7.50	Musselman & Long, Fallon, retail liquor.....	30.00
Morris & Loring, Fallon, mdse.....	7.50	Burr & Dyke, Fallon, retail liquor.....	30.00
Fallon S. S. Co., Fallon, mdse.....	7.50	Dan Callahan, Fallon, retail liquor.....	30.00
Fallon Livery Stable, Fallon, livery.....	7.50	Way Brothers, Fallon, retail liquor.....	30.00
Forbes Bakery, Fallon, mdse.....	7.50	C. M. Hoover, Fallon, retail liquor.....	30.00
Coffin & Gruber, Hazen, hotel.....	7.50	Overland Hotel, Fallon, retail liquor.....	30.00
Burr & Dyke, Fallon, hotel.....	7.50	Smith & Michelsen, Fallon, retail liquor.....	30.00
F. M. Hicks, Fallon, lodging.....	7.50	Forest Sawyer, Fallon, retail liquor.....	30.00
J. W. Vannoy, Fallon, mdse.....	7.50	Bryant & Byrnes, Fallon, slot machine.....	20.00
Churchill County Bank, Fallon, banking.....	36.00	Coffin & Gruber, Hazen, slot machine.....	20.00
Alaska Cafe, Fallon, restaurant.....	7.50	A. Gruber, Hazen, slot machine.....	20.00
A. C. Burton, Fallon, mdse.....	7.50	James Burns, Wonder, slot machine.....	20.00
Fred Schaefer, Fallon, restaurant.....	7.50	Lofthouse Brothers, Fallon, slot machine.....	20.00
S. Rosenberg & Co., Fallon, mdse.....	7.50	C. M. Hoover, Fallon, slot machine.....	20.00
John Gulling, Fallon, mdse.....	7.50	C. P. Cirac, Stillwater, billiards.....	5.00
John Gulling, Fallon, mdse.....	7.50	J. R. Jones, Fairview, billiards.....	5.00
John Gulling, Fallon, cigarettes.....	15.00	Aven & Green, Fairview, billiards.....	5.00
Howser Brothers, Fallon, livery.....	7.50	Lofthouse Brothers, Fallon, billiards.....	5.00
W. A. Mesahaffey, Fallon, hotel.....	7.50	Dan Callahan, Fallon, billiards.....	5.00
Hazen Trading Co., Hazen, mdse.....	7.50	C. M. Hoover, Fallon, billiards.....	5.00
C. A. Beckstead, St. Clair, mdse.....	7.50	Forest Sawyer, Fallon, billiards.....	5.00
Woodliff & Son, Fallon, mdse.....	7.50	D. J. Beasley, Fallon, automobile.....	2.50
Woodliff & Son, Fallon, mdse.....	7.50	George Coffin, Fallon, automobile.....	7.50
Mrs. C. H. Kramer, Fallon, mdse.....	7.50	Clarence Parrott, Hazen, restaurant.....	7.50
Ritchheart & Austin, Fallon, mdse.....	7.50	Miss Tully, Fairview, restaurant.....	7.50
H. E. Tuckett, Fallon, restaurant.....	7.50	E. H. Hursh, Fallon, automobile.....	7.50
C. H. Tuckett, Fallon, lodging.....	7.50	Lem Allen, Fallon, automobile.....	2.50
M. C. O'Donnell, Hazen, mdse.....	7.50	Clyde Harris, Wonder, billiards.....	5.00
C. A. Lamb, Wonder, cigarettes.....	15.00	Clyde Harris, Wonder, retail liquor.....	30.00
C. A. Lamb, Wonder, mdse.....	7.50	P. N. Roberts, Hazen, retail liquor.....	30.00
C. L. Bennadum, Fallon, stage.....	7.50	Windsor & Scholtz, Fairview, retail liquor.....	30.00
Dobbs & Danielson, Fallon, mdse.....	7.50	E. J. White, Fallon, automobile.....	7.50
C. L. Bennadum, Fairview, mdse.....	7.50	Wells, Fargo & Co., express.....	37.50
Fallon Hdw. & Supply Co., Fallon, mdse.....	7.50	D. J. Beasley, Fallon, mdse.....	2.50
Jones & McCall, Fallon, mdse.....	11.25	G. R. Leidy, Fallon, automobile.....	2.50
W. W. Williams, Fallon, mdse.....	7.50	Howser Brothers, Fallon, automobile.....	7.50
C. E. Coe, Fallon, mdse.....	7.50	Leroy Reed, near Fallon, rural liquor.....	15.00
Verdi Lumber Co., Fallon, mdse.....	7.50	Irene Walters, Fairview, retail liquor.....	30.00
L. H. McBride & Co. Fallon, mdse.....	7.50	Lofthouse & Schweikert, Fallon, slot machine.....	6.67
C. B. Likes, Fallon, mdse.....	7.50		
Francis McDonough, Fallon, restaurant.....	7.50		
Black & Ferguson, Fallon, mdse.....	7.50		
Fallon Creamery, Fallon, mdse.....	7.50		
Nevada D. & B. Co., Fallon, mdse.....	7.50		
Frank Woodliff, Fallon, lodging.....	7.50	Macnab & Stephens, Fallon, retail state lqr.....	\$12.50
Frank Woodliff, Fallon, mdse.....	7.50	Zabala & Villanueva, Fallon, retail state lqr.....	12.50
I. H. Kent Co., Fallon, mdse.....	15.00	Burr & Dyke, Charleston, retail state lqr.....	12.50
Overland Hotel, Fallon, hotel.....	7.50	Windsor & Scholtz, Fairview, retail state lqr.....	12.50
Mathews & Kohlhoos, Fallon, mdse.....	7.50	Smith & Mortenson, Fairview, retail state lqr.....	12.50
Grand Hotel, Fallon, hotel.....	7.50	Irene Walters, Fairview, retail state lqr.....	12.50
W. W. Sanford, Fallon, lodging.....	7.50		

\$1,738.92

16 REPORT OF STATE LICENSE AND BULLION TAX AGENT

CLARK COUNTY

Tony Schwabig, Las Vegas, mdse.	\$7.50	F. W. Elliott, Las Vegas, mdse.	\$7.50
Overland Hotel, Las Vegas, hotel	7.50	Mrs. Mary Squires, Las Vegas, hotel	7.50
S. E. Yount, Goodsprings, mdse.	7.50	Mrs. May Goodwin, Las Vegas, hotel	7.50
C. A. Jensen, Searchlight, mdse.	7.50	B. F. Boggs & Co., Las Vegas, cigarettes	15.00
H. O. Russell, Crescent, mdse.	7.50	L. Harpending, Las Vegas, mdse.	7.50
Hotel Nevada Mfg. Co., Las Vegas, hotel	7.50	George Muller, Las Vegas, mdse.	7.50
Dan Hickey, Las Vegas, hotel	7.50	Peoples Cash Store, Moapa, mdse.	7.50
Ed. W. Clark F. Co., Las Vegas, mdse.	11.25	W. C. Bowman, Moapa, mdse.	7.50
National Ice Co., Las Vegas, mdse.	7.50	Buol & Hunt, Las Vegas, restaurant	7.50
A. W. Jurden Lumber Co., Las Vegas, mdse.	7.50	James Kelley, Las Vegas, restaurant	7.50
Ed Von Toble Lumber Co., Las Vegas, mdse.	7.50	J. H. Franklin, Las Vegas, lodging	7.50
R. H. Schaeffer, Las Vegas, hotel	7.50	William Burkhardt, Las Vegas, lodging	7.50
Wharton Drug Co., Las Vegas, mdse.	7.50	George Bardon, Las Vegas, lodging	7.50
J. & L. Holcomb, Las Vegas, hotel	7.50	Ed Van, Las Vegas, lodging	7.50
E. Horstman, Las Vegas, hotel	7.50	Al James, Las Vegas, lodging	7.50
California Hotel, Las Vegas, hotel	7.50	Annetta Burt, Las Vegas, lodging	7.50
Applin & Co., Las Vegas, hotel	7.50	J. D. Richards, Las Vegas, mdse.	7.50
U. W. Beckley, Las Vegas, hotel	7.50	J. E. Gilnaugh, Las Vegas, hotel	7.50
Ideal Restaurant, Las Vegas, hotel	7.50	W. H. Hudgins, Las Vegas, lodging	7.50
B. F. Boggs & Co., Las Vegas, mdse.	7.50	M. F. Garzona, Searchlight, retail liquor	30.00
Boggs Brothers, Las Vegas, mdse.	11.25	Charles Galligan, Nelson, retail liquor	30.00
W. D. Worrell, Las Vegas, mdse.	7.50	Dan Hickey, Las Vegas, retail liquor	30.00
W. D. Hall, Las Vegas, mdse.	7.50	Annetta Burt, Las Vegas, retail liquor	30.00
G. H. French, Las Vegas, mdse.	7.50	W. H. Hudgins, Las Vegas, retail liquor	30.00
Mrs. Cora Bray, Las Vegas, hotel	7.50	L. D. Smith, Las Vegas, retail liquor	30.00
Beal & Horden, Las Vegas, hotel	7.50	George Bardon, Las Vegas, retail liquor	30.00
Union Hotel, Las Vegas, hotel	7.50	Al James, Las Vegas, pool	15.00
Frank Matzdorf, Las Vegas, restaurant	7.50	Searchlight-Niption T. Co., Searchlight, auto.	7.50
Nevada Livery, Las Vegas, livery	7.50	First State Bank, Las Vegas, banking	38.00
Cheney Drug Co., Las Vegas, mdse.	7.50	Al James, Las Vegas, bowling	10.00
Yount & Fayle, Jean, mdse.	7.50	Nevada Trans. Co., Las Vegas, automobile	7.50
F. F. Gunn, Moapa, mdse.	7.50	Pollard & O'Neill, Las Vegas, slot machine	20.00
J. E. Hastings, Nelson, mdse.	7.50	John W. Horden, Las Vegas, mdse.	7.50
J. P. Anderson, Overton, mdse.	7.50	John W. Horden, Las Vegas, cigarettes	15.00
Whitehead Bros., Overton, mdse.	7.50	Tom Sakai, Las Vegas, lodging	7.50
C. P. Ball, Las Vegas, mdse.	7.50	Tom Sakai, Las Vegas, restaurant	7.50
Harry Gentry, St. Thomas, mdse.	7.50	Tom Sakai, Las Vegas, mdse.	7.50
E. Bunker, Jr., Bunkerville, mdse.	7.50	D. Petty, Las Vegas, mdse.	7.50
Moapa Investment Co., Logan, mdse.	7.50	Thomas Dept. Store, Las Vegas, mdse.	11.25
T. W. Sloan, Moapa, mdse.	7.50	J. C. Funk, Las Vegas, mdse.	7.50
James E. Hughes, Mesquite, mdse.	7.50	W. E. Hawkins, Las Vegas, mdse.	7.50
Dan McDonald, Las Vegas, livery	7.50	A. N. Pauff, Las Vegas, mdse.	7.50
Ralph Thomas, Las Vegas, mdse.	11.25	J. J. Lefurguey, Las Vegas, mdse.	7.50
T. H. Champenoy, Moapa, retail liquor	30.00	I. W. Bodkin, Las Vegas, mdse.	7.50
S. E. Yount, Goodsprings, retail liquor	30.00	Wong Kee, Las Vegas, restaurant	7.50
John Truax, Nelson, retail liquor	30.00	Wong Kee, Las Vegas, hotel	7.50
James H. Ladd, Las Vegas, retail liquor	30.00	Griffith Oil & Fuel Co., Las Vegas, mdse.	7.50
Pollard & O'Neill, Las Vegas, retail liquor	30.00	Ella Mason, Las Vegas, hotel	7.50
R. H. Schaeffer, Las Vegas, retail liquor	30.00	O. W. Kim, Moapa, restaurant	7.50
J. & L. Holcomb, Las Vegas, retail liquor	30.00	J. J. Tuckfield, Las Vegas, mdse.	7.50
J. E. Gilnaugh, Las Vegas, retail liquor	30.00	I. C. Johnson, Las Vegas, mdse.	7.50
W. O. Matchett, Crescent, retail liquor	30.00	S. N. Wheatley, Searchlight, mdse.	7.50
Yount & Fayle, Jean, retail liquor	30.00	S. N. Wheatley, Searchlight, hotel	7.50
F. F. Gunn, Moapa, retail liquor	30.00	Nevada Hotel M. Co., Las Vegas, retail liquor	30.00
Pollard & O'Neill, Moapa, retail liquor	30.00	Al James, Las Vegas, retail liquor	30.00
C. E. Burdick, Searchlight, retail liquor	30.00	Ed. Van, Las Vegas, retail liquor	30.00
Wilson & Wheatley, Searchlight, retail liquor	30.00	William Burkhardt, Las Vegas, retail liquor	30.00
T. H. Champenoy, Moapa, pool	5.00	J. H. Franklin, Las Vegas, retail liquor	30.00
F. F. Gunn, Moapa, pool	5.00	John W. Horden, Las Vegas, retail liquor	30.00
C. E. Burdick, Searchlight, pool	15.00	James Logan, Las Vegas, retail liquor	30.00
American Express Co., Las Vegas, com. car.	37.50	Rudolph Vooz, Searchlight, retail liquor	30.00
Wells Fargo Co., Searchlight, com. car.	37.50	B. F. Boggs & Co., Las Vegas, pool	10.00
Hotel Nevada Mining Co., Las Vegas, slot m.	20.00	Light Wheatley, Searchlight, pool	5.00
Beal & Horden, Las Vegas, slot machine	20.00	John W. Horden, Las Vegas, pool	20.00
Brown-Gosney Co., Searchlight, mdse.	11.25		
Miller Merc. Co., Searchlight, mdse.	11.25		\$1,872.25
M. F. Garzona, Searchlight, hotel	7.50		
L. W. Godin, Searchlight, mdse.	7.50	Pollard & O'Neill, Moapa, retail state liquor	\$12.50
Pacific Fruit Express, Las Vegas, mdse.	11.25	W. H. Hudgins, Las Vegas, retail state liquor	12.50
Ellen Vooz, Searchlight, restaurant	7.50	Cheney Drug Co., Las Vegas, druggist's st. liq.	3.00
C. E. Burdick, Searchlight, cigarettes	16.00		
Quick Meal Restaurant, Las Vegas, res.	7.50		\$28.00

DOUGLAS COUNTY

H. W. F. Luhrs, Waterloo, rural liquor	\$15.00	Larsen & Jeppersen, Gardnerville, retail lqr.	\$30.00
Victor Bull, Centerville, rural liquor	15.00	William Richard, Gardnerville, retail liquor	30.00
Ed F. Donovan, Holbrook, rural liquor	15.00	William Frey, Gardnerville, retail liquor	30.00
A. E. Brocklies, Sheridan, retail liquor	30.00	C. F. W. Dangleberg, Minden, retail liquor	30.00
Frank Fettic, Genoa, retail liquor	30.00	Farmers Bank of Minden, Minden, banking	36.00
Henry Champagne, Genoa, retail liquor	30.00	Douglas Co. Farmers Bank, Gardnerville, bnkg	36.00
Mrs. Mary Starke, Gardnerville, retail liquor	30.00	Arendt Jensen Co., Gardnerville, mdse.	15.00
Charles Bondietti, Gardnerville, retail liquor	30.00	Wood, Nilson Co., Minden, mdse.	15.00
R. G. Ward, Gardnerville, retail liquor	30.00	Chris. Christopherson, Minden, mdse.	7.50
J. A. Dettling, Gardnerville, retail liquor	30.00	H. A. N. Todd, Gardnerville, mdse.	7.50
Deitrich & Snober, Gardnerville, retail liquor	30.00	Henry Rosenbrock, Gardnerville, mdse.	7.50

A. W. H. Helberg, Gardnerville, mdse	\$7.50	Morris Harris, Gardnerville, cigarettes	\$15.00
O. O. Haugzer, Gardnerville, mdse	7.50	Mrs. M. Starke, Gardnerville, slot machine	20.00
Racette, Gardnerville, mdse	7.50	R. G. Ward, Gardnerville, slot machine	20.00
M. C. Harris, Gardnerville, mdse	7.50	J. A. Dettling, Gardnerville, slot machine	20.00
Mrs. Irene Rajak, Gardnerville, mdse	7.50	C. F. W. Barzong, Minden, slot machine	20.00
Kan Drak Co., Gardnerville, mdse	7.50	H. W. T. Lohr, Waterford, slot machine	20.00
F. C. Feiler, Gardnerville, mdse	7.50	Mrs. Marie Stacker, Gardnerville, billiards	5.00
Russell Brothers, Sheridan, mdse	7.50	R. G. Ward, Gardnerville, billiards	5.00
H. J. Russell Brothers, Gardnerville, mdse	7.50	J. A. Dettling, Gardnerville, billiards	5.00
John A. Centerville, mdse	7.50	Larson & Johnson, Gardnerville, billiards	5.00
Mrs. E. Raycraft, Genoa, hotel	7.50	Albert Daniel, Minden, boarder	7.50
Wm. H. White, Wailev Hot Springs, hotel	7.50	Mrs. Chris Johnson, Gardnerville, boarder	7.50
M. J. W. Frey, Gardnerville, hotel	7.50	Charles Schuman, Genoa, mdse	5.00
P. H. Ruckack, Gardnerville, hotel	7.50	M. D. Meyers, Gardnerville, mdse	7.50
William R. Ford, Gardnerville, hotel	7.50	John Sheehy, Douglas County, peddler	25.00
Charles Bendorff, Gardnerville, hotel	7.50	Aug. Reckmeyer, Gardnerville, retail liquor	12.50
Mrs. Marie Starke, Gardnerville, hotel	7.50	David Dietz, Douglas County, peddler	25.00
H. W. F. Lohr, Waterford, hotel	7.50	H. F. Dangleberg & L. S. Co., Minden, boarder	37.50
A. E. Bros. Kiss, Sheridan, hotel	7.50		
F. C. DeLavan, Holbrook, hotel	7.50		8975.75
Carlin Valley Lumber Co., Minden, mdse	7.50		
H. F. Dangleberg L. & L. S. Co., Minden, livery	7.50	Deitrich & Snober, Gardnerville, retail s. liq.	\$12.50
William Kruse, Gardnerville, livery	7.50	Aug. Reckmeyer, Gardnerville, retail s. liq.	12.50
Jensen & Clausen, Gardnerville, mdse	7.50		
Wood, Nissen Co., Minden, cigarettes	15.00		25.00
Arndt Jensen Co., Gardnerville, cigarettes	15.00		

ELKO COUNTY

George Allen, Wells, retail liquor	\$30.00	Edison & Phalan, Currie, retail liquor	\$30.00
Marcel Antone, Tuscarora, retail liquor	30.00	Engler Co., Elko, mdse	11.25
Armstrong & Hayes, Elko, mdse	7.50	Elko Mercantile Co., Elko, mdse	11.25
M. Badt & Co., Wells, mdse	15.00	Elko Mercantile Co., Elko, mdse	7.50
M. Badt & Co., Wells, cigarettes	15.00	Elko Hotel, Elko, hotel	7.50
C. Baumbach, Elko, retail liquor	30.00	Mrs. G. Fisher, Jarbidge, mdse	7.50
C. Buckle, Carlin, mdse	7.50	A. Fisher, Wells, retail liquor	30.00
L. L. Bradley, Elko, cigarettes	15.00	A. Fisher, Wells, billiards	5.00
L. L. Bradley, Elko, hotel	7.50	Eisher & Eva, Jarbidge, mdse	7.50
L. L. Bradley, Elko, pool	10.00	Theo. Fersthand, Elko, mdse	7.50
L. L. Bradley, Elko, retail liquor	30.00	M. L. Fritz, Jarbidge, pool	10.00
L. L. Bradley, Elko, billiards	5.00	M. L. Fritz, Jarbidge, hotel	7.50
L. L. Bradley, Elko, slot machine	20.00	M. L. Fritz, Jarbidge, retail liquor	30.00
Bartholo Brothers, Elko, retail liquor	30.00	E. G. Reynolds, Currie, mdse	7.50
George Boyce, Elko, automobile	5.00	Charles Graham, Charleston, rural liquor	15.00
Birky & Green, Twin Springs, rural liquor	15.00	A. W. Goble, Wells, mdse	7.50
J. Byron, Elko, automobile	5.00	L. A. Goldsmith, Elko, restaurant	7.50
J. R. Boyle & Bros., Midas, mdse	7.50	Globe Express Co., Elko, common carrier	37.50
Helen Brown, Carlin, hotel	7.50	Mrs. J. J. Garecht, Elko, rural liquor	15.00
Barber & Brown, Elko, hotel	7.50	Golconda Cattle Co., Dutton, mdse	7.50
Barber & Brown, Elko, retail liquor	30.00	Griffin & Undahl, Jarbidge, retail liquor	30.00
Babino & Archabel, Jack Creek, rural liquor	15.00	Grether & Eklund, Elko, mdse	7.50
Babino & Archabel, Jack Creek, mdse	7.50	N. P. Guldager, Elko, pool	5.00
Cobre Mercantile Co., Cobre, hotel	7.50	N. P. Guldager, Elko, retail liquor	30.00
Cobre Mercantile Co., Cobre, mdse	11.25	G. S. Garcia, Elko, mdse	7.50
Cobre Mercantile Co., Cobre, rural liquor	15.00	E. M. Gutridge, Elko, retail liquor (2)	60.00
Mrs. Elsie Campbell, Elko, mdse	7.50	E. M. Gutridge, Elko, slot machines	40.00
Dave Casper, Elko, mdse	11.25	F. A. George, Elko, mdse	7.50
Ed Carville, Elko, mdse	7.50	F. Grandy, Tuscarora, retail liquor	30.00
D. Calden, Carlin, retail liquor	30.00	W. B. Griffith, Elko, mdse	7.50
D. Calden, Carlin, pool	10.00	Henderson Banking Co., Elko, banking	30.00
Charles Catlin, Tecoma, pool	5.00	Hi Chung Lung, Tecoma, mdse	7.50
Charles Catlin, Tecoma, retail liquor	30.00	Harney & Smith, Wells, retail liquor	30.00
John W. Cody, Midas, retail liquor	30.00	Harney & Smith, Wells, billiards	5.00
M. Clarens, Jarbidge, retail liquor	30.00	Harney & Smith, Wells, pool	5.00
Wm. Connelly, Wells, mdse	7.50	James Hay & Co., Elko, mdse	11.25
Clark & Bugbee, Elko, mdse	7.50	O. K. Hoppie, Montello, mdse	7.50
Marj J. Cota, Edgemont, rural liquor	15.00	J. J. Henderson, Jarbidge, retail liquor	30.00
F. A. Corille, Elko, retail liquor	30.00	Bon Ton, Montello, restaurant	7.50
L. G. Clark, Elko, retail liquor	30.00	Hykon & Hanna, Hylton, mdse	11.25
L. G. Clark, Elko, pool	5.00	A. W. Hesson & Co., Elko, mdse	25.50
L. G. Clark, Elko, slot machine	20.00	Ng Hing, Elko, restaurant	7.50
Carlin Mercantile Co., Carlin, mdse	7.50	Henderson & Fairchild, Tuscarora, mdse	7.50
Mrs. A. L. Carey, Tuscarora, mdse	7.50	T. R. Harris, Elko, retail liquor	30.00
Charles Catlin, Bauvard, retail liquor	30.00	T. R. Harris, Elko, pool	5.00
Joe Curry, Edgemont, rural liquor	15.00	E. O. Raymond, Wells, mdse	7.50
Lu Cole, Wells, retail liquor	30.00	W. H. Hudson, Jarbidge, mdse	7.50
Nick Cardenes, Jack Creek, rural liquor	15.00	C. A. Harrington, Elko, mdse	7.50
L. I. Dreebin, Elko, mdse	11.25	Hotel Metropolis, Metropolis, rural liquor	15.00
William Drake, Wells, retail liquor	30.00	Hotel Metropolis, Metropolis, hotel	7.50
William Drake, Wells, billiards	5.00	J. A. Isola, Carlin, retail liquor (2)	60.00
E. B. Dozier, Jarbidge, retail liquor	30.00	J. A. Isola, Carlin, hotel	7.50
Deeth Mercantile Co., Deeth, mdse	7.50	J. A. Isola, Carlin, slot machine	20.00
Nick Del Duke, Proctor, mdse	7.50	J. A. Isola, Carlin, mdse	7.50
Nick Del Duke, Proctor, rural liquor	15.00	J. A. Isola, Carlin, pool	5.00
D. J. Darcy, Carlin, retail liquor	30.00	S. Jacobs, Elko, mdse	11.25
Elko Drug Co., Elko, mdse	11.25	Wes. Johnson Co., Inc., Montello	7.50
Elko Lumber Co., Elko, mdse	15.00	Pete Jaurigni, Elko, retail liquor	30.00
Eik Cafe, Elko, restaurant	7.50	Pete Jaurigni, Elko, hotel	15.00

18 REPORT OF STATE LICENSE AND BULLION TAX AGENT

Jarbridge Drug Co., Jarbridge, mdse.	\$11.25	Rutherford & Co., Mountain City, mdse.	\$7.50
Jarbridge Supply Co., Jarbridge, mdse.	7.50	Rountree & Co., Elko, mdse.	7.50
Max A. Jaensch, Tobar, rural liquor	15.00	Rountree & Co., Elko, retail liquor	30.00
Marie Jackson, Wells, retail liquor	30.00	Rountree & Co., Elko, cigarettes	15.00
Kee Chong, Wells, mdse.	7.50	George Rosenfelt, Midas, retail liquor	30.00
Knoph & Hopely, Elko, mdse.	7.50	J. Richards, Rattle Snake Springs, rural liq.	15.00
Krametoos & Panagakes, Elko, retail liquor	30.00	Sing Lee, Carlin, mdse.	7.50
A. W. Kent, Contact, mdse.	7.50	Soya Lung, Wells, mdse.	7.50
Stella Kelby, Jarbridge, retail liquor	30.00	S. C. Shirley, Elko, retail liquor	30.00
Henry Kensingler, Jarbridge, hotel	7.50	S. C. Shirley, Elko, slot machine	20.00
L. E. Killian, Jarbridge, pool	10.00	S. C. Shirley, Elko, pool	5.00
L. E. Killian, Jarbridge, mdse.	7.50	A. W. Sewell & Co., Tuscarora, mdse.	11.25
Lamoille Mercantile Co., Lamoille, mdse.	11.25	Southern Pacific Co., Carlin, hotel	7.50
Lamoille Mercantile Co., Elko, mdse.	7.50	Southern Pacific Co., Montello, hotel	7.50
Wah Lung, Elko, mdse.	7.50	John Scott, Rollands, mdse.	7.50
Mrs. Lena Lewis, Montello, mdse.	7.50	Mrs. O. A. Spencer, Shafter, mdse.	7.50
J. C. Lee, Tecoma, mdse.	7.50	W. T. Smith & Co., Elko, mdse.	22.50
Hi Loy Co., Elko, mdse.	7.50	J. G. Schmidt, Wells, mdse.	7.50
W. F. Linebarger, Carlin, mdse.	7.50	Charles Sing, Wells, restaurant	7.50
W. F. Linebarger, Carlin, hotel	7.50	Mrs. Rose Sperlick, Carlin, mdse.	7.50
W. F. Linebarger, Carlin, retail liquor	30.00	D. D. Sabala, Elko, hotel	7.50
Leahy & Morgan, Wendover, rural liquor	15.00	D. D. Sabala, Elko, retail liquor	30.00
E. C. Murray, Jarbridge, slot machine	20.00	William Schopie, Jarbridge, restaurant	7.50
E. C. Murray, Jarbridge, retail liquor	30.00	Al Street, Carlin, retail liquor	30.00
J. G. Murley, Shafter, rural liquor	15.00	Al Street, Carlin, hotel	7.50
J. G. Murley, Shafter, mdse.	7.50	George Stroble, Jarbridge, mdse.	7.50
Mayer Hotel, Elko, hotel	7.50	Stewart & Carter, Carter Station, mdse.	7.50
F. V. Mahoney, Deeth, retail liquor	30.00	Truett & Webster, Deeth, retail liquor	30.00
F. V. Mahoney, Deeth, pool	5.00	Truett & Webster, Deeth, billiards	5.00
W. F. Mahoney, North Fork, rural liquor	15.00	Truett & Webster, Deeth, pool	5.00
Miller & Costly, Jarbridge, mdse.	7.50	Truett & Webster, Deeth, slot machine	20.00
Miller & Costly, Jarbridge, pool	5.00	J. Thompson, Elko, mdse.	7.50
W. R. Mayer, Elko, automobile	2.50	John Taylor, Elko, retail liquor	30.00
Metropolis Supply Co., Metropolis, mdse.	7.50	John Taylor, Elko, pool	5.00
McCall & Smiley, Deeth, mdse.	11.25	Telescope Hotel, Elko, retail liquor	30.00
J. T. McCormick, Jarbridge, mdse.	7.50	Telescope Hotel, Elko, hotel	7.50
H. E. McTaggart, Contact, mdse.	7.50	Ed Todd, Tuscarora, retail liquor	30.00
J. R. Nuttall, Wells, mdse.	7.50	S. Treman, Elko, automobile	5.00
On & Co., Elko, restaurant	7.50	Vinyard Land & Stock Co., San Jacinto, mdse.	7.50
Ching On, Tuscarora, restaurant	7.50	E. S. VanLeer, Elko, mdse.	7.50
Ed Oldham, Fox Springs, rural liquor	15.00	L. J. Wintermantel Co., Elko, mdse.	7.50
J. E. Ott, Jarbridge, restaurant	7.50	S. L. Wines, Ruby Valley, mdse.	7.50
J. H. Peck, White Rock, mdse.	7.50	Wines & Rafton Halleck, rural liquor	15.00
Ben Pearson, Montello, retail liquor	30.00	Wheeler & Co., Elko, mdse.	11.25
T. S. Parks, Park Station, rural liquor	15.00	Wheeler & Co., Elko, cigarettes	15.00
T. S. Parks, Park Station, mdse.	7.50	Wheeler & Co., Elko, pool	20.00
Mrs. A. Pounds, Contact, retail liquor	30.00	Wheeler & Co., Elko, slot machine	20.00
G. A. Parker, Jarbridge, mdse.	7.50	J. E. Williams, South Fork, mdse.	7.50
The Annex, Elko, mdse.	7.50	B. F. Ward, Jarbridge, retail liquor	30.00
The Annex, Elko, pool	10.00	Ruth Wells, Deeth, retail liquor	30.00
Plunkett Brothers, Mountain City, mdse.	7.50	Wells Automobile Garage, Wells, mdse.	7.50
L. S. Pratt, Contact, retail liquor	30.00	W. B. Wolf, Jarbridge, hotel	7.50
John Phillips, Tuscarora, retail liquor	30.00	Western Pacific Co., Elko, hotel	7.50
A. Premeaux Co., Tuscarora, mdse.	11.25	L. H. Werrbough, Little Leppy Spr., rur. liq.	15.00
Premeaux & Wilkerson, Midas, mdse.	7.50	Ethel Wilson, Carlin, retail liquor	30.00
A. Puccenilli, Elko, retail liquor	30.00	J. W. Yowell, Elko, mdse.	11.25
A. Puccenilli, Elko, hotel	7.50	John Ytania, Elko, mdse.	7.50
A. Puccenilli, Elko, pool	5.00	Young Brothers, Jarbridge, mdse.	7.50
A. Puccenilli, Elko, retail liquor	30.00		
C. E. Perry, Currie, retail liquor	30.00		\$3,629.75
Panagakes & Krametoos, Elko, pool	5.00	Balbino & Achabal, Jack Creek, retail s. liq.	\$12.50
Quilici Brothers, Wells, mdse.	7.50	Barber & Brown, Elko, retail state liquor	12.50
Quilici Brothers, Wells, retail liquor	30.00	L. H. Werrbough, Leppy Springs, retail s. liq.	12.50
Quong Wing & Co., Carlin, mdse.	7.50	Leahy & Morgan, Wendover, real state liq.	12.50
Reinhart Co., Elko, mdse.	11.25	Max Jaensch, Tobar, retail state liquor	12.50
Robinson & Ouderkirk, Elko, retail liquor	30.00	Hotel Metropolis, Metropolis, retail state liq.	12.50
Robinson & Ouderkirk, Elko, slot machine	20.00	Marie Jackson, Wells, retail state liquor	12.50
Mrs. A. K. Rose, Tuscarora, mdse.	7.50		
H. J. Rutherford, Deeth, retail liquor	30.00		\$87.50
H. J. Rutherford, Deeth, pool	5.00		

ESMERALDA COUNTY

B. F. Waldron, Goldfield, retail liquor	\$30.00	Hans Peterson, Goldfield, retail liquor	\$30.00
The Apex, Goldfield, retail liquor	30.00	Joe Barra, Goldfield, retail liquor	30.00
Margueretta Bara, Goldfield, retail liquor	30.00	H. M. Hartley, Blair, retail liquor	30.00
M. F. Hill, Goldfield, retail liquor	30.00	Goldfield Hotel, Goldfield, retail liquor	30.00
The Northern, Goldfield, retail liquor	30.00	James Feddersen, Goldfield, retail liquor	30.00
Eli Kaufman, Goldfield, retail liquor	30.00	Victor Ajax, Goldfield, retail liquor	30.00
John Avazini, Goldfield, retail liquor	30.00	Charles LeVan, Goldfield, retail liquor	30.00
George Rives, Goldfield, retail liquor	30.00	Charles Brockhiss, Goldfield, retail liquor	30.00
Winter & McNulty, Goldfield, retail liquor	30.00	Rose McArdle, Goldfield, retail liquor	30.00
W. F. Rendant, Goldfield, retail liquor	30.00	Charles B. Evans, Goldfield, retail liquor	30.00
Arthur Mershon, Goldfield, retail liquor	30.00	Church & Sewell, Goldfield, retail liquor	30.00
Feutsch Brothers, Goldfield, retail liquor	30.00	W. Schimmel, Goldfield, retail liquor	30.00
Ed Walker, Mary Mine, retail liquor	30.00	Nick Belick, Goldfield, retail liquor	30.00

Hermitage Saloon, Goldfield, retail liquor	\$30.00	Hatfield-Kemp Co., Goldfield, mdse	\$11.25
Sutton & Keyser, Goldfield, retail liquor	30.00	Charles B. Evans, Goldfield, slot machine	20.00
R. Maxgut, Goldfield, retail liquor	30.00	T. & G. Meat Co., Goldfield, mdse	11.25
Chris. Zenklensen, Goldfield, retail liquor	30.00	Wilkes Warehouse, Goldfield, mdse	7.50
Jack J. Jackowitz, Jumbo, retail liquor	30.00	Independent Lumber Co., Goldfield, mdse	11.25
J. Gioga, Goldfield, retail liquor	30.00	Richard C. Lamb, Columbia, mdse	7.50
Zeina Watson, Goldfield, retail liquor	30.00	Monroe Brown, Goldfield, automobile	7.50
Helm & Burkhardt, Goldfield, retail liquor	30.00	Nick Bellic, Goldfield, lodging	7.50
Ethel Bassett, Goldfield, retail liquor	30.00	S. M. Callan, Goldfield, mdse	7.50
Morris Brothers, Goldfield, retail liquor	30.00	S. M. Callan, Goldfield, cigarettes	15.00
Lay & McGee, Goldfield, retail liquor	30.00	C. H. Olds, Goldfield, mdse	11.25
Richey & McKelvy, Blair, retail liquor	30.00	Burley & Woodward, Goldfield, mdse	15.00
Ed Frazzinni, Mary Mine, retail liquor	30.00	Burley & Woodward, Goldfield, mdse	7.50
T. W. Brown, Blair, retail liquor	30.00	Hermitage Saloon, Goldfield, pool	5.00
John Shirley, Goldfield, retail liquor	30.00	Mrs. Roger McKone, Goldfield, mdse	7.50
Casey McDannels, Goldfield, retail liquor	30.00	Hunter Dry Goods Store, Goldfield, mdse	11.25
Martin Cafferata, Goldfield, retail liquor	30.00	Joe Juisti, Goldfield, mdse	7.50
James Bruce, Columbia, retail liquor	30.00	Martin Dobro, Goldfield, lodging	7.50
Al Annet, Columbia, retail liquor	30.00	W. St. Pierre, Goldfield, mdse	11.25
A. O. Anderson, Goldfield, retail liquor	30.00	Helen Maxgut, Goldfield, restaurant	7.50
Johnson & Green, Goldfield, retail liquor	30.00	S. T. C. Wood, Goldfield, mdse	7.50
Ekas Club, Goldfield, retail liquor	30.00	Jack J. Jackowitz, Goldfield, restaurant	7.50
J. Stewart, Goldfield, retail liquor	30.00	John S. Cook & Co., Goldfield, banking	75.00
A. Ranche, Lida, retail liquor	30.00	J. Gioga, Goldfield, mdse	7.50
Sgt Mortimer, Millers, retail liquor	30.00	Rogers & Reynolds, Goldfield, mdse	7.50
John H. Minnick, Goldfield, retail liquor	30.00	E. Marks, Goldfield, mdse	7.50
J. T. Walsh, Millers, retail liquor	30.00	E. V. Hatch, Goldfield, mdse	7.50
Burke & LaCass, Goldfield, retail liquor	20.00	Chicago Furniture Co., Goldfield, mdse	7.50
J. P. Kennedy, Goldfield, retail liquor	20.00	Hermitage Saloon, Goldfield, slot machine	20.00
Jean Xavier, Goldfield, mdse	7.50	Cremet & Erickson, Goldfield, mdse	7.50
Tremain & Bevin, Goldfield, mdse	7.50	E. C. Watson, Goldfield, brokerage	20.00
J. G. Berghauer, Goldfield, cigarettes	15.00	Vardaman & Portis, Goldfield, brokers	20.00
J. G. Berghauer, Goldfield, slot machine	20.00	Mrs. Clarke, Goldfield, restaurant	7.50
E. S. Yankee Coal Co., Goldfield, mdse	7.50	Sam Oats, Goldfield, mdse	7.50
Nevada-California Power Co., Goldfield, mdse	11.25	Palace Hdw. & Grocery Co., Goldfield, mdse	15.00
Union Drayage Co., Goldfield, mdse	7.50	H. F. Martin, Goldfield, mdse	7.50
B. F. Waldron, Goldfield, lodging	7.50	Nesbit Brothers, Goldfield, mdse	7.50
Mrs. R. W. Ray, Goldfield, mdse	7.50	Peck Machine Co., Goldfield, mdse	7.50
G. Beruutto, Goldfield, mdse	15.00	W. C. Ross, Lida, mdse	7.50
J. H. McGhan, Goldfield, mdse	7.50	National Feed Co., Goldfield, mdse	11.25
Northern Saloon, Goldfield, slot machine	20.00	Cody & Dermody, Goldfield, mdse	7.50
Northern Saloon, Goldfield, pool	25.00	W. Ballantine, Goldfield, mdse	7.50
Mrs. M. A. Lee, Goldfield, mdse	7.50	Nevada Packing Co., Goldfield, mdse	15.00
Mrs. J. M. Davey, Goldfield, mdse	7.50	Tribune Printing Co., Goldfield, mdse	7.50
B. C. DeGarmo, Goldfield, livery	7.50	A. J. Twelliger, Goldfield, mdse	7.50
Karl Fretz, Goldfield, mdse	7.50	J. M. Fenwick & Co., Goldfield, brokerage	20.00
Winter & McNulty, Goldfield, slot machine	20.00	Richey & McKelvy, Blair, slot machine	20.00
Peterson Brothers, Goldfield, mdse	7.50	A. Jeskie, Goldfield, restaurant	7.50
Friedman, Goldfield, mdse	11.25	E. D. Frazzinni, Mary Mine, mdse	7.50
B. Shemanski, Goldfield, mdse	7.50	R. T. Rochford, Blair, mdse	7.50
W. F. Rendant, Goldfield, mdse	7.50	R. T. Hughes, Blair, livery	7.50
E. T. Richmond, Goldfield, mdse	7.50	F. R. Richardson, Goldfield, brokerage	20.00
Pittsburg-Silver Peak M. Co., Blair, mdse	7.50	Casey McDannels, Goldfield, slot machine	20.00
M. L. Tadiash, Mary Mine, mdse	7.50	Blakeslee Jewelry Co., Goldfield, mdse	7.50
Standard Oil Co., Goldfield, mdse	11.25	Martin Cafferata, Goldfield, slot machine	20.00
John Chiatovich Estate, Silver Peak, mdse	7.50	James Bruce, Columbia, restaurant	7.50
Hans Peterson, Goldfield, mdse	7.50	Casey McDannels, Goldfield, restaurant	7.50
C. P. Jensen, Goldfield, mdse	7.50	Otto Splietentossor, Goldfield, mdse	7.50
Scott & Bean, Goldfield, restaurant	7.50	Peterson & Co., Goldfield, mdse	11.25
W. M. Jelinek, Goldfield, mdse	7.50	Barba McKenzie, Goldfield, restaurant	7.50
San Francisco Bakery, Goldfield, mdse	7.50	H. L. Kane, Goldfield, mdse	7.50
O. K. Bakery, Goldfield, mdse	7.50	A. O. Anderson, Goldfield, pool	5.00
Drabneck & Dunn, Goldfield, mdse	11.25	B. I. Barlow, Columbia, mdse	7.50
Esmeralda Tea Co., Goldfield, mdse	7.50	Bair & Son, Goldfield, mdse	7.50
R. L. Barnett, Goldfield, mdse	7.50	Jonassen & Son, Goldfield, mdse	7.50
Mrs. I. Alberta, Goldfield, mdse	7.50	J. G. Damskey, Goldfield, mdse	7.50
A. B. Parker, Goldfield, mdse	7.50	J. G. Damskey, Goldfield, cigarettes	15.00
B. D. Wilkerson, Goldfield, mdse	7.50	J. G. Damskey, Goldfield, slot machine	20.00
Fitchetts Stationery Store, Goldfield, mdse	7.50	Verdi Lumber Co., Goldfield, mdse	11.25
John Tennant, Goldfield, mdse	7.50	Mrs. Potter, Goldfield, mdse	7.50
W. Pagenkoph, Goldfield, automobile	7.50	Charette Drug Co., Goldfield, mdse	7.50
Miss Mary Maurer, Goldfield, mdse	7.50	R. H. Mathews, Goldfield, mdse	7.50
Goldfield Hotel, Goldfield, hotel	11.25	A. Landgraf, Goldfield, mdse	7.50
Goldfield Hotel, Goldfield, cigarettes	15.00	W. A. Rorke, Goldfield, mdse	2.50
Goldfield Hotel, Goldfield, mdse	7.50	F. S. Hunt, Goldfield, mdse	11.25
Goldfield Hotel, Goldfield, slot machine	25.00	Lay & McGee, Goldfield, slot machine	20.00
Arthur J. Aylesworth, Goldfield, theater	75.00	Mrs. Aubrey, Goldfield, restaurant	7.50
Charles Brockliass, Goldfield, billiards	25.00	Charles A. Scheck, Goldfield, mdse	7.50
Mrs. O. A. Berg, Goldfield, mdse	7.50	Mrs. Cal Lay, Goldfield, lodging	7.50
Thomas Jennings, Goldfield, mdse	7.50	Yerington & Co., Goldfield, mdse	7.50
T. M. Proctor, Goldfield, mdse	7.50	Anna L. Miller, Goldfield, lodging	7.50
Goldfield Produce Co., Goldfield, mdse	7.50	Dale Brothers, Millers, mdse	7.50
Goldfield Cons. Water Co., Goldfield, mdse	15.00	Pioneer Market, Millers, mdse	7.50
Broadway Bakery, Goldfield, mdse	7.50	John Carlson, Millers, mdse	7.50
Olds Drug Store, Goldfield, mdse	7.50	William Oliver, Millers, restaurant	7.50
Nevada Milk Co., Goldfield, mdse	7.50	John A. Minnick, Goldfield, slot machine	20.00
Noyes-Stewart Co., Goldfield, mdse	11.25	American Express Co., Goldfield, com. carrier	37.50

20 REPORT OF STATE LICENSE AND BULLION TAX AGENT

Samuelson, Goldfield, for maneb...	\$2.00	J. S. Allen, Goldfield, mds	7.50
Wells, George & Co., Goldfield, mds	7.50	W. H. Smith, Goldfield, mds	7.50
M. J. Smith, Goldfield, mds	7.50	K. J. Smith, Goldfield, mds	7.50
H. J. Smith, Goldfield, mds	7.50	F. W. Smith, Goldfield, mds	7.50
U. J. Smith, Goldfield, mds	7.50	H. J. Smith, Goldfield, mds	7.50
D. J. Smith, Goldfield, mds	7.50	J. J. Smith, Goldfield, mds	7.50
Ph. J. Smith, Goldfield, mds	7.50	V. J. Smith, Goldfield, mds	7.50
W. J. Smith, Goldfield, mds	7.50	R. J. Smith, Goldfield, mds	7.50
W. J. Smith, Goldfield, mds	7.50	J. J. Smith, Goldfield, mds	7.50
O. J. Smith, Goldfield, mds	7.50	A. J. Smith, Goldfield, mds	7.50
O. J. Smith, Goldfield, mds	7.50	N. J. Smith, Goldfield, mds	7.50
M. J. Smith, Goldfield, mds	7.50	B. J. Smith, Goldfield, mds	7.50
F. J. Smith, Goldfield, mds	7.50	C. J. Smith, Goldfield, mds	7.50
J. J. Smith, Goldfield, mds	7.50	B. F. Wadsworth, Goldfield, mds	7.50
G. J. Smith, Goldfield, mds	7.50	C. J. Smith, Goldfield, mds	7.50
W. J. Smith, Goldfield, mds	7.50	Burke & La Crosse, Goldfield, mds	7.50
S. T. C. Wadsworth, Goldfield, mds	7.50		
T. J. Smith, Goldfield, mds	7.50		
M. J. Smith, Goldfield, mds	7.50		

EUREKA COUNTY

Beowawe Merc Co., Beowawe, mds	\$3.00	Antone Merla, Palisade, board	7.50
Beowawe Merc Co., Beowawe, board	7.50	R. Merla, Palisade, board	7.50
Horn, H. H., Eureka, mds	7.50	Exchange Saloon, Palisade, retail liquor	7.50
John, V. H., Eureka, mds	7.50	Mustang Saloon, Mineral Hill, retail liquor	7.50
M. J. Smith, Beowawe, mds	7.50	Northern Saloon, Buckhorn, retail liquor	7.50
M. J. Smith, Palisade, retail liquor	7.50	C. F. Ruckey & Co., Buckhorn, mds	7.50
Bar Harbor, Beowawe, retail liquor	7.50	Mrs. A. F. Ruckey, Eureka, mds	7.50
T. A. B. B. B. Eureka, retail liquor	7.50	William Zadow, Eureka, mds	7.50
A. H. H. Eureka, retail liquor	7.50	Mrs. R. H. H. Eureka, mds	7.50
Hotel Zadow, Eureka, retail liquor	7.50	F. C. Lewis, Eureka, mds	7.50
H. M. S. H. Eureka, mds	7.50	Man Brothers, Eureka, mds	7.50
Fletcher Bros., Eureka, mds	7.50	Mrs. F. Morris, Eureka, mds	7.50
Union Field Cornal, Eureka, mds	7.50	Mrs. R. H. H. Eureka, retail liquor	7.50
Brown Hotel, Eureka, mds	7.50	F. J. Brossemer, Eureka, retail liquor	7.50
Eureka Brewery Saloon, Eureka, retail liquor	7.50	R. Merla, Eureka, retail liquor	7.50
Toney Serri, Palisade, mds	7.50	Zadow Hotel, Eureka, hotel	7.50
Railroad Exchange, Palisade, retail liquor	7.50	Mrs. E. Wilhelm, Eureka, mds	7.50
A. Puccinelli & Co., Palisade, retail liquor	7.50	G. B. Biall, Eureka, retail liquor	7.50
Club Saloon, Palisade, retail liquor	7.50	Palisade Hotel, Palisade, retail liquor	7.50
Mineral Hill Con. M. Co., Mineral Hill, mds	7.50	Palisade Hotel, Palisade, hotel	7.50
Montana Saloon, Buckhorn, retail liquor	7.50	Eureka Supply Co., Eureka, mds	7.50
J. Quilici, Mineral Hill, rural liquor	15.00	Owl Liquor Co., Eureka, retail liquor	7.50
P. H. H. Eureka, mds	7.50	Mrs. W. L. McGreor, Blackburn, rural liquor	15.00
Oliver Major, Eureka, mds	7.50	Winchester Saloon, Palisade, retail liquor	7.50
P. Paroni, Eureka, mds	7.50	G. B. Biall, Eureka, mds	7.50
Biall & Co., Eureka, mds	7.50		
Brown Hotel, Eureka, retail liquor	30.00		
Mrs. P. Green, Eureka, mds	7.50		
Beowawe Merc Co., Beowawe, retail liquor	30.00	J. Quilici, Mineral Hill, retail state liquor	\$2.00
Winchester Saloon, Palisade, board	7.50	Mustang Saloon, Mineral Hill, retail st. liquor	12.50
A. Puccinelli & Co., Palisade, mds	7.50	Northern Saloon, Buckhorn, retail st. liquor	12.50
High Grade Saloon, Buckhorn, retail liquor	30.00		
Windfall Boarding House, Windfall, boarding	7.50		

HUMBOLDT COUNTY

Eugene L. Duterte, Goleonda, retail liquor	\$30.00	Vance Brothers, Seven Troughs, retail liquor	30.00
Harry Calinea, Lovelock, retail liquor	30.00	M. York, National, retail liquor	30.00
Joe Castagna, Paradise, retail liquor	30.00	Heelan & Bradley, Winnemucca, retail liquor	30.00
George Bodine, Lovelock, retail liquor	30.00	Stella Mason, Winnemucca, retail liquor	30.00
W. S. G. G. Winnemucca, retail liquor	30.00	Bart & Murphy, Inlay, retail liquor	30.00
C. E. G. G. Winnemucca, retail liquor	30.00	Sisson & Peterman, Winnemucca, retail liquor	30.00
J. W. Hanlon, Winnemucca, retail liquor	30.00	Charles Arabio, Lovelock, retail liquor	30.00
H. Foster, Goleonda, retail liquor	30.00	L. Zumbi & Co., Lovelock, retail liquor	30.00
Heiman Wick, Lovelock, retail liquor	30.00	Joe Bernard & Co., Goleonda, retail liquor	30.00
Ida Wheeler, Lovelock, retail liquor	30.00	George Bradford, Paradise, retail liquor	30.00
Tom B. B. Seven Troughs, retail liquor	30.00	J. A. Gomes, Goleonda, retail liquor	30.00
R. G. G. K. K. National, retail liquor	30.00	Margaret Webster, Winnemucca, retail liquor	30.00
Gartie & Conway, Winnemucca, retail liquor	30.00	Thomas McGuff, National, retail liquor	30.00
Dorothy V. V. G. G. Goleonda, retail liquor	30.00	Madie O'Brien & Co., Winnemucca, retail liquor	30.00
U. P. G. G. Lovelock, retail liquor	30.00	J. J. Wilson, Seven Troughs, retail liquor	30.00
E. H. Winters & Co., Goleonda, retail liquor	30.00	Martin & Harold, Lovelock, retail liquor	30.00
Harry Lyons, Mazuma, retail liquor	30.00	C. Gartie & Co., Winnemucca, retail liquor	30.00
Elva Manley, Winnemucca, retail liquor	30.00	P. B. B. & Peterman, Dorie, retail liquor	30.00
Mable Shaw, Winnemucca, retail liquor	30.00	F. G. G. Winnemucca, retail liquor	30.00
Frankie King, Winnemucca, retail liquor	30.00	W. H. Forquer, Winnemucca, retail liquor	30.00
Rita Ogden, Winnemucca, retail liquor	30.00	A. Henriksen, Lovelock, retail liquor	30.00
Lyle Brown, Winnemucca, retail liquor	30.00	N. P. R. Hatch, National, retail liquor	30.00
Thos. D. G. G. National, retail liquor	30.00	E. A. Preston, Mazuma, retail liquor	30.00
Krenkle & Seeliger, Winnemucca, retail liquor	30.00	F. J. Pfluger, National, retail liquor	30.00
B. Klucny, Winnemucca, retail liquor	30.00	Elva Manley, Winnemucca, retail liquor	30.00
Ed McClaney, Winnemucca, retail liquor	30.00	Frankie King, Winnemucca, retail liquor	30.00
Charles Stevens, National, retail liquor	30.00	Lyle Brown, Winnemucca, retail liquor	30.00
J. W. Robison, Inlay, retail liquor	30.00	Rita Ogden, Winnemucca, retail liquor	30.00

[illegible]

22 REPORT OF STATE LICENSE AND BULLION TAX AGENT

J. W. Hanlan, Winnemucca, retail state liqr. \$12.50	Madge O'Brien, Winnemucca, retail state liqr. \$12.50
Herman Wick, Lovelock, retail state liqr. 12.50	F. A. Preston, Mazuma, retail state liqr. 12.50
Bart & Murphy, Imlay, retail state liqr. 12.50	E. C. Teeple & Co., Winnemucca, retail st. liqr. 12.50
Margaret Webster, Winnemucca, retail st. liqr. 12.50	

\$125.00

LANDER COUNTY

Jennie Tracey, Battle Mountain, retail liqr. \$30.00	Magnolia Saloon, Austin, lodging. \$7.50
Ramon Oyarbide, Battle Mountain, retail liqr. 30.00	P. R. Poole, Austin, retail liqr. 30.00
Horton Merc. Co., Battle Mountain, mdse. 11.25	J. A. Miller, Austin, banking. 36.00
Horton Banking Co., Battle Mountain, bnkg. 36.00	Manuel Aberasturi, Austin, retail liqr. 30.00
E. S. Mendive & Co., Battle Mountain, mdse. 11.25	M. J. Escobar, Austin, mdse. 7.50
H. J. Berry, Battle Mountain, retail liqr. 30.00	J. H. Tolson, Austin, mdse. 7.50
Fred Altenburg, Battle Mountain, retail liqr. 30.00	Tom Mustuanga, Austin, restaurant. 7.50
Fred Altenburg, Battle Mountain, hotel. 7.50	L. Andrus, Battle Mountain, livery. 7.50
Fred Altenburg, Battle Mountain, billiards. 6.00	William Licking, Battle Mountain, livery. 7.50
P. R. Poole, Austin, cigarettes. 15.00	William Seat, Austin, automobile. 2.50
George A. Thorpe, Austin, mdse. 7.50	Dunston & Willa, Carroll, retail liqr. 30.00
Austin Commercial Co., Austin, mdse. 11.25	Gold Basin Merc. Co., Carroll, retail liqr. 30.00
Sam Yick & Co., Austin, restaurant. 7.50	Givins & Sciuchetti, Carroll, retail liqr. 30.00
John S. Recend, Austin, livery. 7.50	Frank Gomes, Battle Mountain, retail liqr. 30.00
Ed Williams & Son, Austin, mdse. 7.50	Jim Toy, Battle Mountain, restaurant. 7.50
Watt & Ingram, Austin, lodging. 7.50	A. D. Lemaire & Sons, Battle Mountain, mdse. 11.25
Watt & Ingram, Austin, pool. 10.00	Tenabo Mill & Mining Co., Cortez, mdse. 7.50
William Easton, Austin, pool. 5.00	Tenabo Mill & Mining Co., Cortez, hotel. 7.50
Ramon Oyarbide, Austin, pool. 5.00	Chris J. Nelson, Hilltop, retail liqr. 30.00
Domingo Acorda, Austin, billiards. 5.00	William Easton, Austin, retail liqr. 30.00
Manuel Aberasturi, Austin, billiards. 5.00	Magnolia Saloon, Austin, retail liqr. 30.00
Dalton & Clifford, Austin, cigarettes. 15.00	W. H. Whitburn & Son, Austin, mdse. 7.50
Austin Commercial Co., Austin, cigarettes. 15.00	Austin Meat Co., Austin, mdse. 7.50
John B. Dunston, Austin, retail liqr. 30.00	H. A. Kearns, Austin, mdse. 5.00
Marcel Dupuy, Austin, mdse. 7.50	George A. Thorpe, Austin, mdse. 5.00
William Seat, Austin, automobile. 2.50	A. P. Maestretti, Austin, mdse. 7.50
L. E. Kendrick, Battle Mountain, retail liqr. 30.00	Domingo Acorda, Austin, retail liqr. 30.00
R. Bianchi, Cortez, mdse. 7.50	Domingo Acorda, Austin, lodging. 7.50
W. C. Hancock, Battle Mountain, hotel. 7.50	Watt & Ingram, Austin, retail liqr. 30.00
A. J. Tippet, Hilltop, hotel. 7.50	W. G. Francis, Austin, livery. 7.50
Ramon Oyarbide, Battle Mountain, cigarettes. 15.00	Ramon Oyarbide, Austin, retail liqr. 30.00
McIntyre, Starrett Co., Battle Mountain, mdse. 7.50	P. R. Poole, Austin, mdse. 7.50
Bannock Lumber Co., Battle Mountain, mdse. 7.50	A. B. Cooper, Austin, retail liqr. 30.00
Avaristo Telleria, Battle Mountain, retail liqr. 30.00	Manuel Aberasturi & Co., Carroll, retail liqr. 30.00
Avaristo Telleria, Battle Mountain, hotel. 7.50	
V. L. Rose, Hilltop, retail liqr. 30.00	
Joe Dusanag, Battle Mountain, retail liqr. 30.00	
Robert Hogan, Austin, mdse. 7.50	Givins & Sciuchetti, Carroll, retail st. liqr. \$12.50
J. A. Crescenzo, Austin, mdse. 7.50	Dunston & Willa, Carroll, retail st. liqr. 12.50
Sing Lee & Co., Austin, mdse. 7.50	Gold Basin Merc. Co., Carroll, retail st. liqr. 12.50
Dalton & Clifford, Austin, mdse. 7.50	
William Easton, Austin, lodging. 7.50	

\$1,164.50

\$37.50

LINCOLN COUNTY

George Warren, Caliente, retail liqr. \$30.00	Ernest Gentry, Panaca, billiards. \$5.00
Wave & Miles, Caliente, retail liqr. 30.00	Old Crow Bar, Caliente, retail liqr. 30.00
Sophie Brown, Caliente, retail liqr. 30.00	Trimble & Co., Caliente, retail liqr. 30.00
W. C. Nobles, Caliente, retail liqr. 30.00	John W. Pace, Caliente, retail liqr. 30.00
George Page, Caliente, retail liqr. 30.00	Joe Powers, Pioche, retail liqr. 30.00
East Side Bar, Caliente, retail liqr. 30.00	Pioche Meat Co., Pioche, mdse. 7.50
Hans Olson, Caliente, retail liqr. 30.00	John Fitzpatrick, Panaca, retail liqr. 30.00
James McGrath, Caliente, retail liqr. 30.00	James Denton, Caliente, hotel. 7.50
Less Denton, Caliente, retail liqr. 30.00	W. P. Murray, Caliente, mdse. 7.50
Caliente Mercantile Co., Caliente, mdse. 11.25	A. H. Norris, Caliente, mdse. 7.50
Sunrise Cafe, Caliente, restaurant. 7.50	John Shier, Caliente, mdse. 7.50
R. R. Eating House, Caliente, restaurant. 7.50	E. J. Denkle, Caliente, mdse. 7.50
Dobson Brothers, Caliente, mdse. 7.50	C. L. Alquist, Caliente, mdse. 7.50
George Warren, Caliente, billiards. 5.00	W. R. Jones, Caliente, hotel. 7.50
American Express Co., Lincoln Co., com. car. 37.50	George K. Riding, Caliente, mdse. 7.50
J. A. Nesbitt, Pioche, retail liqr. 30.00	Henry Welland, Pioche, mdse. 7.50
J. A. Clark, Pioche, retail liqr. 30.00	Pioche Mercantile Co., Pioche, mdse. 7.50
J. G. Brown, Pioche, retail liqr. 30.00	Mrs. Alex Orr, Pioche, hotel. 7.50
Jon. Powers, Pioche, retail liqr. 30.00	Ong Chong Lung, Pioche, mdse. 7.50
Tony Martello, Pioche, retail liqr. 30.00	A. S. Thompson Co., Pioche, mdse. 11.25
Price House, Pioche, hotel. 7.50	Hodges Cook Co., Pioche, mdse. 11.25
Bank of Pioche, Pioche, banking. 36.00	Hans Olson, Caliente, billiards. 5.00
Rice Brothers, Panaca, mdse. 7.50	East Side Bar, Caliente, billiards. 10.00
J. W. Hoffman, Caliente, hotel. 7.50	John W. Pace, Caliente, billiards. 5.00
Ed Martin, Pioche, billiards. 15.00	Harry Underhill, Caliente, billiards. 5.00
George Moody, Fay, mdse. 7.50	Harry Underhill, Caliente, retail liqr. 30.00
Edna Foster, Caliente, mdse. 7.50	George Reed, Pioche, retail liqr. 30.00
Edna Foster, Caliente, cigarettes. 15.00	Joe Menahan, Caliente, retail liqr. 30.00
Nevada House, Caliente, hotel. 7.50	Lincoln County Bank, Caliente, banking. 36.00
Pioche Cafe, Pioche, restaurant. 7.50	T. Martello & J. Alvaro, Pioche, retail liqr. 30.00
E. Kahn, Pioche, mdse. 7.50	
Pioche Transportation Co., Pioche, livery. 7.50	
Pioche Drug Co., Pioche, mdse. 7.50	
Panaca Cooperative Co., Panaca, mdse. 7.50	John Shier, Caliente, retail state liqr. \$37.50
William Matthews, Panaca, mdse. 7.50	John Fitzpatrick, Panaca, retail st. liqr. 25.00
A. A. Carman, Pioche, mdse. 7.50	Ida Wilson, Caliente, retail state liqr. 12.50
A. A. Carman, Pioche, cigarettes. 15.00	
Grand Restaurant, Caliente, restaurant. 7.50	

\$1,138.25

\$75.00

LYON COUNTY

B. Baroni, Dayton, retail liquor.....	\$30.00	J. G. R. Smith, Yerington, mdse.....	\$7.50
Carlo Digno, Dayton, retail liquor.....	30.00	C. F. Fox, Yerington, mdse.....	7.50
Paul Pieretti, Dayton, retail liquor.....	30.00	Nugent Shoe Co., Yerington, mdse.....	7.50
Mrs. A. Panelli, Dayton, retail liquor.....	30.00	Fabri & Brother, Yerington, mdse.....	7.50
Mrs. J. C. Gruber, Dayton, retail liquor.....	30.00	Bud Daniels, Yerington, mdse.....	7.50
Mrs. A. R. McKinney, Silver City, retail liq.....	30.00	Charles Snyder, Yerington, mdse.....	7.50
Amos Penaluna, Silver City, retail liquor.....	30.00	A. McDonald, Yerington, mdse.....	7.50
J. M. Feeny, Wabuska, retail liquor.....	30.00	Mrs. Legg, Yerington, mdse.....	7.50
Wabuska Mercantile Co., Wabuska, retail liq.....	30.00	Mrs. Vaillencour, Yerington, mdse.....	7.50
J. D. Ellis, Wabuska, retail liquor.....	30.00	Allen & Wright, Yerington, mdse.....	7.50
Thompson M. Co., Thompson, retail liquor.....	30.00	F. L. Littell, Yerington, mdse.....	7.50
Brakebush & Bros., Mason, retail liquor.....	30.00	J. G. R. Smith, Yerington, mdse.....	7.50
G. F. Butler, Mason, retail liquor.....	30.00	Mrs. J. C. Gruber, Dayton, hotel.....	7.50
J. P. Grant, Mason, retail liquor.....	30.00	Mrs. A. Pennill, Dayton, hotel.....	7.50
J. A. Snyder, Mason, retail liquor.....	30.00	B. Baroni, Dayton, hotel.....	7.50
William Simpson, Mason, retail liquor.....	30.00	Mrs. A. R. McKenny, Silver City, hotel.....	7.50
Lashbaugh & L., Yerington, retail liquor.....	30.00	Nevada Gypsum Co., Mound House, hotel.....	7.50
V. C. Bernard, Yerington, retail liquor.....	30.00	F. Leonard, Sutro, hotel.....	7.50
G. R. Pringle, Yerington, retail liquor.....	30.00	J. M. Feeny, Wabuska, hotel.....	7.50
Charles Tolzi, Yerington, retail liquor.....	30.00	J. D. Ellis, Wabuska, hotel.....	7.50
Maud Davis, Yerington, retail liquor.....	30.00	Thompson M. Co., Thompson, hotel.....	7.50
D. W. McKenzie, Yerington, retail liquor.....	30.00	Brackbush & Brothers, Mason, hotel.....	7.50
Fabri & Panelli, Yerington, retail liquor.....	30.00	C. LaMonte, Mason, hotel.....	7.50
Rosachi & Bros., Yerington, retail liquor.....	30.00	V. S. Graffam, hotel.....	7.50
A. Pardini, Yerington, retail liquor.....	30.00	Mrs. Cruikshank, Mason, hotel.....	7.50
M. Sara, Morningstar, retail liquor.....	30.00	Mrs. J. A. Snyder, Mason, hotel.....	7.50
G. W. Nesmith, Silver City, retail liquor.....	30.00	Mrs. R. S. Brooks, Yerington, hotel.....	7.50
H. M. Stock, Silver City, retail liquor.....	30.00	Mrs. George Knierim, Yerington, hotel.....	7.50
J. A. Lawson, Silver City, retail liquor.....	30.00	Rosachi & Bros., Yerington, hotel.....	7.50
N. J. Meyer, Mound House, rural liquor.....	15.00	A. Pardini, Yerington, hotel.....	7.50
W. E. Reading Co., Wellington, rural liquor.....	15.00	B. Fukushuma, Yerington, hotel.....	7.50
Dave Graham, Hot Springs, rural liquor.....	15.00	W. E. Reading & Co., Wellington, hotel.....	7.50
A. J. Loftus, Dayton, mdse.....	11.25	Nevada-Douglas Co., Morningstar, hotel.....	7.50
C. C. Braun, Dayton, mdse.....	11.25	L. Lashbaugh & L., Yerington, slot machine.....	20.00
W. E. Reading Co., Wellington, mdse.....	11.25	V. C. Bernard, Yerington, slot machine.....	20.00
J. C. Gallagher, Yerington, mdse.....	11.25	G. R. Pringle, Yerington, slot machine.....	20.00
Yerington S. Co., Yerington, mdse.....	11.25	A. Cameron, Yerington, slot machine.....	20.00
Dillon & West, Yerington, mdse.....	11.25	J. P. Grant, Mason, slot machine.....	20.00
W. McDonough, Yerington, mdse.....	11.25	Brackbush & Bros., Mason, slot machine.....	20.00
Arends & Hanson, Yerington, mdse.....	11.25	G. F. Butler, Mason, slot machine.....	20.00
J. A. Lawson, Silver City, mdse.....	11.25	A. H. Barlow, Mason, slot machine.....	20.00
George Barton, Dayton, mdse.....	7.50	Lyon County Bank, Yerington, banking.....	36.00
R. Schooley, Dayton, mdse.....	7.50	Holland Hotel, Yerington, lodging.....	7.50
Paul Pieretti, Dayton, mdse.....	7.50	Mrs. Murray, Yerington, lodging.....	7.50
F. G. Davis, Silver City, mdse.....	7.50	George Plummer, Yerington, lodging.....	7.50
Paul Bennetts, Silver City, mdse.....	7.50	D. Dietz & Co., Lyon County, peddler.....	25.00
G. A. Steele Co., Fernley, mdse.....	7.50	G. W. Nesmith, Silver City, hotel.....	5.00
J. M. Feeny, Wabuska, mdse.....	7.50	D. Dietz & Co., Lyon County, peddler.....	25.00
J. Shehady, Wabuska, mdse.....	7.50	H. Borenstein, Lyon County, peddler.....	25.00
Nevada M. & S. Co., Wabuska, mdse.....	7.50	John Shehady, Lyon County, peddler.....	25.00
Thompson M. Co., Thompson, mdse.....	7.50	John Doe, Yerington, theater.....	5.00
Plymouth Co., Smith Valley, mdse.....	7.50	A. J. Bovard, Yerington, automobile.....	2.50
S. Valley M. Co., Morningstar, mdse.....	7.50		
A. H. Barlow, Mason, mdse.....	7.50		\$1,769.75
Mason L. & C. Co., Mason, mdse.....	7.50		
Mason Mercantile Co., Mason, mdse.....	7.50	J. A. Snyder, Mason, retail state liquor.....	\$12.50
Charles Kingsley, Mason, mdse.....	7.50	G. W. Nesmith, Silver City, retail state liquor.....	12.50
J. F. Nugent, Mason, mdse.....	7.50	C. W. Coddington, Yerington, wholesale s. l.....	25.00
O. H. Bott, Mason, mdse.....	7.50	D. W. McKenzie, Yerington, wholesale s. l.....	25.00
Warren & Van A., Yerington, mdse.....	7.50	O. H. Bott, Mason, druggist's state liquor.....	3.00
E. C. Carpenter, Yerington, mdse.....	7.50		
Fred Burner, Yerington, mdse.....	7.50		\$78.00
Mason Valley M. Co., Yerington, mdse.....	7.50		

MINERAL COUNTY

J. M. Rawn, Mina, restaurant.....	\$7.50	Max Bamberger, Rawhide, mdse.....	\$7.50
Mrs. Chung Kee, Hawthorne, mdse.....	7.50	J. C. Carter, Rawhide, mdse.....	7.50
Rhodes Salt and Borax Co., Rhodes, mdse.....	15.00	L. E. Girard, Queen, rural liquor.....	15.00
A. Esber, Hawthorne, mdse.....	7.50	William Richards, Aurora, retail liquor.....	30.00
S. Ouchi, Hawthorne, restaurant.....	7.50	R. L. McMurray, Mina, retail liquor.....	30.00
Reno Brewing Co., Hawthorne, mdse.....	7.50	R. E. Badger, Thorne, rural liquor.....	15.00
Wong Buck, Hawthorne, restaurant.....	7.50	McLeod & Whitesides, Mina, retail liquor.....	30.00
O. Gerbig, Hawthorne, mdse.....	7.50	J. S. Davis, Luning, rural liquor.....	15.00
Mrs. Boyd, Hawthorne, restaurant.....	7.50	O. D. Ingalls, Hawthorne, retail liquor.....	30.00
A. & E. Summerfield, Hawthorne, mdse.....	11.25	Fred Wallace, Hawthorne, retail liquor.....	30.00
Adams & Miller, Hawthorne, mdse.....	11.25	A. Miller, Hawthorne, retail liquor.....	30.00
A. Miller, Hawthorne, billiards.....	10.00	White & Carter, Lucky Boy, retail liquor.....	30.00
Paul Weiss, Lucky Boy, mdse.....	7.50	J. H. Stewart, Thorne, rural liquor.....	15.00
K. Barrett, Lucky Boy, mdse.....	7.50	C. J. Monahan, Lucky Boy, retail liquor.....	30.00
P. J. Conway, Sweetwater, mdse.....	15.00	Spainhower & Manheim, Sodaville, rural lqr.....	15.00
W. A. Nagel, Rawhide, mdse.....	7.50	Munsinger & McMurray, Sunland, rural lqr.....	15.00
L. Merz, Rawhide, restaurant.....	7.50	W. A. Nagel, Rawhide, retail liquor.....	30.00
Yparraguirre Bros., Sweetwater, mdse.....	7.50	Charles Stacy, Rawhide, retail liquor.....	30.00

Charles W. Iversen, Rawhide, retail liquor	\$30.00	Simon Knappe, Mina, Hotel	87.50
Yppara, Carre Brothers, Sweetwater, rural, lgr	15.00	B. F. Baker, Mina, retail liquor	30.00
B. F. Baker, Mina, hotel	7.50	Rawhide Hotel, Rawhide, retail liquor	30.00
Rawhide Hotel, Rawhide, hotel	7.50	Ed. Heller, Lucky Boy, retail liquor	30.00
B. F. Baker, Mina, hotel	10.00	Haen Brown, Mina, retail liquor	30.00
Mrs. J. S. Davis, Laramie, mdse	7.50	Simon Knappe & Co., Mina, retail liquor	30.00
Adams & Miller, Moor, mdse	11.52	W. A. Wade, Mina, retail liquor	30.00
Miss Matt McKee, Moor, mdse	7.50	Mrs. Minnie, Lucky Boy, restaurant	7.50
Star Mercantile Co., Mina, mdse	7.50		
Star, Koor, Mina, hotel	7.50		\$892.50
F. M. Andrews, Laramie, mdse	7.50		
Fred Wallace, Hawthorne, hotel	10.00	R. L. McMurray, Mina, state retail liquor	\$12.50

NYE COUNTY

May Charron, Tonopah, retail liquor	\$20.00	Model Cigar Co., Tonopah, slot machine	\$20.00
Ed. Heller, Tonopah, retail liquor	30.00	H. E. Wasson, Tonopah, brokerage	20.00
G. F. Linton & Co., Rhyolite, retail liquor	30.00	F. E. Weir, Tonopah, brokerage	20.00
Maude Elliott, Manhattan, retail liquor	30.00	C. I. Blume, Man, Tonopah, brokerage	20.00
P. O. Harris, Manhattan, retail liquor	30.00	J. W. Skelton & Co., Linc., Tonopah, brokerage	10.00
R. L. L. Saxon, Manhattan, retail liquor	7.50	J. A. Johnson, Beatty, mdse	7.50
Ray, Loeber, Tonopah, retail liquor	7.50	M. G. Orr, Tonopah, mdse	7.50
Steve, Loeber, Tonopah, retail liquor	7.50	Piercy's Drug Store, Tonopah, mdse	7.50
Ed. Heller, Tonopah, retail liquor	7.50	C. S. Walker, Linc., mdse	7.50
Ed. Heller, Tonopah, retail liquor	7.50	Ed. Wasson, Tonopah, mdse	7.50
McNeil & Thompson, Tonopah, retail liquor	7.50	Schneider & Co., Tonopah, mdse	7.50
Antonio Rivera, Rhyolite, retail liquor	7.50	W. E. Chapp, Tonopah, mdse	7.50
William Mathers, Rhyolite, retail liquor	7.50	Jos. L. Connor, Manhattan, mdse	7.50
William J. Boers, Manhattan, retail liquor	7.50	Nevada-California Power Co., Manhattan, mdse	7.50
P. F. Lee & Co., Manhattan, retail liquor	7.50	Nevada-California Power Co., Rhyolite, mdse	7.50
J. S. Lee, Connor, Manhattan, retail liquor	7.50	R. M. & M. Mest Co., Manhattan, mdse	7.50
H. E. Nelson, Manhattan, retail liquor	7.50	H. Reich, Rhyolite, mdse	7.50
Antonio Verelst, Tonopah, retail liquor	7.50	John Harris, Round Mountain, mdse	7.50
The Owl, Tonopah, retail liquor	7.50	J. W. Yates, Round Mountain, mdse	7.50
Cuddy & Stock, Tonopah, retail liquor	7.50	Esther L. Unquhart, Manhattan, mdse	7.50
Tonopah Liquor Co., Tonopah, retail liquor	7.50	Nevada-California Power Co., Tonopah, mdse	11.25
Seabrook & Roberts, Tonopah, retail liquor	11.25	Ryan & Steadon, Tonopah, mdse	11.25
Spencer & Garritty, Round Mountain, retail liquor	11.25	McLean & McSweeney, Tonopah, mdse	11.25
R. J. Meyer, Rhyolite, retail liquor	11.25	Morrow & Hickey, Tonopah, mdse	11.25
McInosh & Randolph, Tonopah, retail liquor	11.25	John Greavich, Inc., Tonopah, mdse	11.25
G. D. Banovich, Tonopah, retail liquor	7.50	M. G. Orr, Tonopah, mdse	7.50
Jewell's Cash Store, Tonopah, retail liquor	7.50	Cuddy & Stock, Tonopah, mdse	7.50
Alamo Saloon, Tonopah, retail liquor	7.50	H. E. Eck, Tonopah, mdse	7.50
Valley View Saloon, Tonopah, retail liquor	7.50	Frank Botter, Rhyolite, mdse	7.50
Sam Jones, Rhyolite, retail liquor	7.50	Rhyolite Grocery, Rhyolite, mdse	7.50
Byrne Bros., Round Mountain, retail liquor	7.50	Bere Brothers, Round Mountain, mdse	7.50
Place & Webber, Manhattan, retail liquor	7.50	George Foley, Round Mountain, mdse	7.50
Murphy & Greenwood, Springdale, retail liquor	7.50	North, Ferguson & Co., Manhattan, mdse	7.50
Mrs. Henry Goetz, Tonopah, retail liquor	7.50	E. E. Palmer, Pioneer, mdse	7.50
Bank Saloon, Tonopah, retail liquor	7.50	A. B. Millett & Co., Manhattan, mdse	7.50
T. B. Flood, Tonopah, retail liquor	11.25	E. C. Peart, Tonopah, mdse	11.25
Tonino Saloon, Tonopah, retail liquor	11.25	Jewell's Cash Store, Tonopah, mdse	11.25
Lena Grey, Round Mountain, retail liquor	7.50	H. P. Herd, Manhattan, mdse	7.50
Frank N. Graves, Round Mountain, retail liquor	7.50	W. M. Veith, Manhattan, mdse	7.50
Fred J. Miller, Rhyolite, retail liquor	7.50	J. F. Sullivan, Inc., Manhattan, mdse	7.50
Johnnie M. & M. Co., Johnnie, retail liquor	7.50	W. J. Champion, Rhyolite, mdse	7.50
Mizpah Hotel, Tonopah, retail liquor	7.50	Palace Market, Rhyolite, mdse	7.50
Tonopah Nevada Club, Tonopah, retail liquor	7.50	Jesse Christensen, Beatty, mdse	7.50
Big Casino, Tonopah, retail liquor	7.50	Jesse Mendes, Duckwater, mdse	7.50
Mrs. Albert E. Fritsch, Tonopah, retail liquor	11.25	Tonopah Drug Co., Tonopah, mdse	11.25
Aria Lorimer, Tonopah, retail liquor	11.25	Karsky & Co., Tonopah, mdse	11.25
Morris Bros., Tonopah, retail liquor	7.50	John Guisti, Tonopah, mdse	7.50
C. & F. Bar, Tonopah, retail liquor	7.50	Mrs. Sung Yuen, Tonopah, mdse	7.50
Kolak & Karich, Tonopah, retail liquor	7.50	Frank Merkle, Tonopah, mdse	7.50
E. B. Aubery, Pioneer, retail liquor	7.50	S. L. Rorantini, Duckwater, mdse	7.50
Carman & Looney, Manhattan, retail liquor	7.50	Hoffman Vetter Co., Manse, mdse	7.50
C. M. Walker, Round Mountain, retail liquor	7.50	E. E. Palmer, Beatty, mdse	7.50
Charles Landthaler, Tonopah, retail liquor	7.50	Chris Barry, Tonopah, mdse	7.50
David Coleman, Pioneer, retail liquor	7.50	S. H. Prince, Round Mountain, mdse	7.50
B. L. Logan, Beatty, retail liquor	7.50	Miners' Drug Store, Tonopah, mdse	7.50
R. A. Haviland, Tonopah, retail liquor	7.50	E. Dobrowsky, Tonopah, mdse	7.50
G. E. Turpin Co., Rhyolite, retail liquor	7.50	Johnnie M. & M. Co., Johnnie, mdse	7.50
The Topic, Tonopah, retail liquor	7.50	W. O. Dresser, Tonopah, mdse	7.50
Margaret Werst, Manhattan, retail liquor	7.50	A. L. Warren, Tonopah, mdse	7.50
M. McGrandi, Tonopah, retail liquor	7.50	J. W. Stewart & Co., Tonopah, mdse	7.50
Milo Budinech & Co., Tonopah, retail liquor	7.50	J. A. B. Jordan, Tonopah, mdse	7.50
Ackerman & Co., Tonopah, retail liquor	7.50	George P. Weikel, Rhyolite, mdse	7.50
Dixie Club, Tonopah, retail liquor	11.25	Central Market, Tonopah, mdse	11.25
Pett Jacksch, Tonopah, retail liquor	11.25	Wilkes Warehouse Co., Tonopah, mdse	11.25
F. O. Harris, Manhattan, slot machine	7.50	White Mountain Water Co., Tonopah, mdse	7.50
Place & Webber, Manhattan, slot machine	7.50	S. P. Santos, Manhattan, mdse	7.50
North, Ferguson & Co., Manhattan, slot machine	7.50	Carl Schaffer, Belmont, mdse	7.50
Lee F. Hand, Tonopah, slot machine	7.50	John Dornan, Tonopah, mdse	7.50
Bank Saloon, Tonopah, slot machine	7.50	New Progress Bakery, Tonopah, mdse	7.50
Rotholz Brothers, Tonopah, slot machine	7.50	Nevada Gas Company, Tonopah, mdse	7.50
C. Coblenz, Tonopah, slot machine	7.50	Mrs. W. T. Somerville, Tonopah, mdse	7.50
Lee Hand, Tonopah, slot machine	7.50	A. B. Millett, Round Mountain, mdse	7.50

C. C. Lewis, Tonopah, mdse	\$11.25	American Express Co., Rhyolite, com. carrier	\$37.50
Reynolds Brothers, Tonopah, mdse	11.25	Mizpah Hotel, Tonopah, hotel	15.00
O. J. Lewis, Sr., Tonopah, mdse	11.25	Sing Hi, Tonopah, restaurant	7.50
K. T. Lewis, Tonopah, mdse	7.50	Mrs. Albert Friesch, Tonopah, lodging	7.50
J. B. Brown, Potosi, mdse	7.50	Frank L. Sellstrom, Tonopah, automobile	7.50
P. Shumway, Tonopah, mdse	7.50	H. T. Kutzkan, Tonopah, automobile	7.50
Edwards Bros., Co., Bonnie Claire, mdse	7.50	L. O. Amundsen, Tonopah, automobile	7.50
Mrs. N. H. Hays, Tonopah, mdse	7.50	Wells, Fargo & Co., Tonopah, com. carrier	37.50
K. J. Lewis, Tonopah, mdse	7.50	S. P. Santos, Manhattan, lodging	7.50
M. C. Lewis, mdse	7.50	Rotholz Bros., Tonopah, cigarettes	15.00
Pat. Lewis, Tonopah, mdse	7.50	C. Coblenz, Tonopah, cigarettes	15.00
Pat. Lewis, Jr., Tonopah, mdse	11.25	Brady Theater, Manhattan, theater	75.00
H. A. M. Ken Co., Tonopah, mdse	11.25	William Maddick, Leeand, rural liquor	15.00
K. J. Lewis, Tonopah, mdse	7.50	Witterberg W. & T. Co., Tonopah, mdse	15.00
A. J. Lewis & Co., Tonopah	7.50	Mrs. Henry Goetz, Tonopah, lodging	7.50
W. J. Lewis, Tonopah, mdse	7.50	Kolch & Aulich, Tonopah, pool	5.00
W. J. Lewis & Co., Tonopah, mdse	7.50	Richard Mercantile Co., Tonopah, mdse	22.50
W. J. Lewis, Tonopah, mdse	7.50	L. L. Leones, Manhattan, lodging	7.50
W. J. Lewis, Round Mountain, mdse	7.50	Charles Landthaler, Tonopah, restaurant	7.50
W. J. Lewis, Tonopah, lodging	7.50	Baldwin Studios, Tonopah, livery	7.50
W. J. Lewis, Tonopah, lodging	7.50	Pig Casino, Tonopah, dance hall	500.00
W. J. Lewis & Water Co., Tonopah, mdse	15.00	Pig Casino, Tonopah, cigarettes	15.00
W. J. Lewis, Belmont, rural liquor	15.00	C. Sorenson, Tonopah, pool	20.00
W. J. Lewis, Round Mountain, rural liquor	15.00	Big Casino, Tonopah, pool	15.00
W. J. Lewis, Manhattan, restaurant	7.50	John Hornum & Co., Tonopah, mdse	15.00
W. J. Lewis, Manhattan, lodging	7.50	L. W. Cooper, Tonopah, lodging	7.50
W. J. Lewis, Tonopah, lodging	7.50	Pett, Jack, ch., Tonopah, restaurant	7.50
W. J. Lewis, Rhyolite, lodging	7.50	T. & G. Mott Co., Tonopah, mdse	15.00
W. J. Lewis, Restaurant, Tonopah, restaurant	7.50	John Clendenen, Tonopah, livery	7.50
W. J. Lewis, Agan, Tonopah, restaurant	7.50		
W. J. Lewis, Tonopah, pool	7.50		\$4,068.75
W. J. Lewis, Tonopah, cigarettes	15.00		
W. J. Lewis, Club, Bonnie Claire, rural liquor	15.00	Edward Clifford, Sr., Ellendale, sheep	\$73.50
W. J. Lewis, Tonopah, mdse	15.00		
W. J. Lewis, Tonopah, cigarettes	15.00	B. Mandarich, Tonopah, retail state liquor	\$12.50
W. J. Lewis, Tonopah, restaurant	7.50	Byrne & Fischer, Manhattan, retail state liquor	12.50
W. J. Lewis, Tonopah, mdse	15.00	Spencer & Garity, Round Mountain, rt. st. liquor	12.50
W. J. Lewis, Manhattan, lodging	7.50	C. & F. Bar, Tonopah, retail state liquor	12.50
W. J. Lewis, Tonopah, restaurant	11.25	Morris Brothers, Tonopah, retail state liquor	12.50
W. J. Lewis, Tonopah, pool	15.00		
W. J. Lewis, Round Mountain, livery	7.50		\$62.50

ORMSBY COUNTY

(All in Carson City)

Boyd & Maish, cigarettes	\$15.00	M. A. Downey, mdse	\$7.50
Carsonbury, Inc., cigarettes	15.00	Carson Furniture Co., mdse	7.50
Ed Benton, livery	7.50	D. G. Kitzmeyer, mdse	7.50
Edcraft Realty Co., livery	7.50	G. F. Vonderhyde, mdse	7.50
W. L. Blackwell, livery	7.50	E. Chedic, mdse	11.25
Edcraft Realty Co., automobile	7.50	Eagle Market, mdse	7.50
Long Hop, mdse	7.50	Kow On, mdse	7.50
Boyd & Maish, mdse	7.50	A. Hankammer, mdse	7.50
Lo Bohall, mdse	7.50	H. C. Kattleman, mdse	7.50
Joe Hing, mdse	7.50	W. L. Blackwell, mdse	7.50
S. J. Qiong Chung, mdse	7.50	Mrs. C. W. Friend, mdse	7.50
Near, Wo Co., mdse	7.50	F. Golden Jewelry Co., mdse	7.50
C. M. Smoot, mdse	7.50	T. G. Farrar, mdse	7.50
Nev. Tel. Supply Co., mdse	7.50	T. G. Farrar, mdse	7.50
Truckee River G. E. Co., mdse	7.50	J. A. Muller, mdse	11.25
Kelly & Lindsay, mdse	7.50	Oriental Drug Co., mdse	7.50
Gray, Reid, Wright Co., mdse	11.25	C. L. Kitzmeyer, mdse	7.50
Joe Smyth, mdse	11.25	Carson Valley Bank, banking	36.00
C. F. Cutts, mdse	11.25	The Kingsbury, Inc., billiards	20.00
E. Burlington Co., mdse	11.25	R. S. Randall, slot machine	16.65
F. Lopez, mdse	11.25	John Anderson, slot machine	16.65
A. Cohn, mdse	11.25	C. Androni, slot machine	16.65
A. Todd Co., mdse	11.25	Joe Rochon, slot machine	15.55
Ed J. Walsh, mdse	15.00	The Kingsbury, Inc., slot machine	6.65
A. G. Meyers, mdse	15.00	H. Rosenbrock, slot machine	5.30
Harry James, mdse	7.50	H. Decker, slot machine	4.45
Stacey Kee, mdse	7.50	F. Regan, slot machine	4.45
Frank Meder, mdse	7.50	Arlington Hotel, slot machine	4.45
K. A. Raffito, mdse	7.50	John Anderson, retail liquor	30.00
C. Androni & Co., mdse	7.50	C. Androni & Co., retail liquor	30.00
Wing Ye Lung, hotel	7.50	T. J. Heidenreich, retail liquor	30.00
Capitol City Co., hotel	7.50	Meyer & Sanger, retail liquor	30.00
Mrs. C. Raffetto, hotel	7.50	A. Robert, retail liquor	30.00
J. E. Millott, hotel	7.50	Capitol City Co., retail liquor	30.00
Chris. Smith, hotel	7.50	J. E. Millott, retail liquor	30.00
Joe Rochon, hotel	7.50	Joe Rochon, retail liquor	30.00
John Anderson, hotel	7.50	Mrs. C. Raffetto, retail liquor	30.00
C. Androni, hotel	7.50	H. Rosenbrock, retail liquor	30.00
T. J. Heidenreich, hotel	7.50	R. S. Randall, retail liquor	30.00
Mrs. J. E. Taylor, hotel	7.50	H. Decker, retail liquor	30.00
Mrs. J. E. Taylor, hotel	7.50	Charles Bondietti, retail liquor	30.00
Sierra Nev. W. & L. Co., mdse	11.25	Eli Barkley, retail liquor	30.00

26 REPORT OF STATE LICENSE AND BULLION TAX AGENT

F. E. Hill, retail liquor.....	\$30.00	Rosa Bright, retail liquor.....	\$30.00
F. Knoblock, retail liquor.....	30.00	Fritz Hagmeyer, retail liquor.....	30.00
Sagebrush Club, retail liquor.....	30.00		
W. S. Ballard (Shaw's Springs) rural liquor.....	15.00		\$1,301.80
F. A. Regan, retail liquor.....	30.00		
A. Todd Co., retail liquor.....	30.00	Fritz Hagmeyer, state retail liquor.....	\$12.50

STOREY COUNTY

James Ahern, Virginia City, retail liquor.....	\$30.00	On Lung, Virginia City, peddler.....	\$10.00
Biroth, Robert, Virginia City, mdse.....	7.50	F. C. Lord, Virginia City, mdse.....	7.50
Crawford & Wilson, Virginia City, retail lqr.....	30.00	Charles Livingston, Virginia City, mdse.....	8.00
Capitol Restaurant, Virginia City, restaurant.....	7.50	R. S. Meacham, Virginia City, mdse.....	7.50
Carney Brothers, Virginia City, lodging.....	7.50	Miss Kate Meagher, Virginia City, lodging.....	7.50
E. J. Dwyer & Co., Virginia City, mdse.....	11.25	John McGrath, Virginia City, mdse.....	11.25
E. Esber, Virginia City, mdse.....	7.50	John McGrath, Virginia City, retail lqr.....	30.00
M. Gerbats, Virginia City, mdse.....	7.50	Mrs. C. E. Nuttall, Virginia City, mdse.....	7.50
Mrs. Fredricks, Virginia City, mdse.....	7.50	Miss V. T. Pullano, Virginia City, retail lqr.....	30.00
Walter Gallagher, Virginia City, retail liquor.....	30.00	John Perlinda, Virginia City, restaurant.....	7.50
Lung On, Virginia City, peddler.....	10.00	Ryan & Stenson, Virginia City, mdse.....	11.25
J. B. Lynds & Son, Gold Hill, mdse.....	7.50	B. F. Shaw, Virginia City, mdse.....	7.50
Dora Lawson, Gold Hill, mdse.....	7.50	A. Schnitzer, Virginia City, rural liquor.....	15.00
Hi Loy, Virginia City, mdse.....	7.50	Tim B. Sullivan, Virginia City, mdse.....	11.25
Mahood & Co., Virginia City, mdse.....	11.25	Mrs. Ed. Piper, Virginia City, theater.....	35.00
H. Neleigh, Virginia City, mdse.....	7.50	W. J. Tonkin, Virginia City, mdse.....	7.50
Mrs. L. Payser, Virginia City, mdse.....	7.50	Miss Grace Trottot, Virginia City, mdse.....	7.50
N. C. Prater Co., Virginia City, mdse.....	11.25	Virginia Livery Co., Virginia City, livery.....	7.50
N. C. Prater Co., Virginia City, retail liquor.....	30.00	T. P. Williams, Gold Hill, mdse.....	7.50
Frank Sullivan, Virginia City, mdse.....	7.50	Wah Lee, Virginia City, mdse.....	8.00
Albert Roberti, Virginia City, retail liquor.....	30.00	A. Young, Virginia City, retail liquor.....	30.00
Comstock Pharmacy, Virginia City, mdse.....	7.50	A. Young, Virginia City, billiards.....	10.00
Henry Tobener, Virginia City, mdse.....	7.50	Zadig & Co., Virginia City, mdse.....	7.50
Albert Pearl, Virginia City, mdse.....	7.50	Zadig & Co., Virginia City, brokerage.....	20.00
Robert Rauhut, Virginia City, lodging.....	7.50	Virginia Entmt. Club, Virginia City, show.....	5.00
Kathleen Mills, Virginia City, mdse.....	7.50	J. L. Braun, Virginia City, retail liquor.....	30.00
National Guard Association, Va. City, theater.....	75.00	H. Bindles, Virginia City, mdse.....	7.50
Virginia Entertainment Club, Va. City, show.....	5.00	W. H. Hancock, Virginia City, mdse.....	7.50
Wells, Fargo & Co., Va. City, com. carrier.....	37.50	On Lung, Virginia City, mdse.....	7.50
J. E. Wade, Gold Hill, retail liquor.....	30.00	On Lung, Virginia City, peddler.....	10.00
C. A. Ahern, Virginia City, retail liquor.....	30.00	William Jones, Virginia City, mdse.....	7.50
J. E. Blake, Virginia City, retail liquor.....	30.00	Miller & Co., Virginia City, mdse.....	7.50
J. E. Blake, Virginia City, billiards.....	5.00	McCourt & Wright, Virginia City, retail lqr.....	30.00
H. S. Beck, Virginia City, mdse.....	7.50	McLeod & Kearney, Virginia City, retail lqr.....	30.00
The Crosby Company, Virginia City, mdse.....	7.50	McLeod & Kearney, Virginia City, billiards.....	5.00
Carney Brothers, Virginia City, retail liquor.....	30.00	R. Noce, Virginia City, mdse.....	7.50
Carney Brothers, Virginia City, slot machine.....	20.00	R. Noce, Virginia City, retail liquor.....	30.00
Carney Brothers, Virginia City, mdse.....	5.00	Frank Sullivan, Virginia City, cigarettes.....	15.00
Thomas Cocking, Virginia City, retail liquor.....	30.00	Sam Charlie, Virginia City, restaurant.....	7.50
City Market, Virginia City, mdse.....	7.50	Pascoe Brothers, Virginia City, mdse.....	7.50
F. L. Clark, Virginia City, lodging.....	7.50	Kenny & Quirk, Virginia City, livery.....	7.50
Miss N. A. Crawford, Virginia City, retail lqr.....	30.00	Miss T. Rodam, Virginia City, mdse.....	7.50
A. Dabovich, Virginia City, cigarettes.....	15.00	J. E. Wade, Gold Hill, billiards.....	5.00
A. Dabovich, Virginia City, mdse.....	7.50	George Wrenn, Virginia City, retail liquor.....	30.00
James Daly, Gold Hill, rural liquor.....	15.00	Stewart & Angus, Virginia City, retail lqr.....	30.00
Mrs. J. M. Davis, Virginia City, mdse.....	7.50	C. E. Getchel, Virginia City, mdse.....	7.50
Joseph Fredricks, Virginia City, mdse.....	7.50	C. E. Getchel, Virginia City, lodging.....	7.50
B. M. Fleckner, Virginia City, mdse.....	7.50	W. T. Watson, Virginia City, restaurant.....	7.50
Gee & Bonafous, Virginia City, retail liquor.....	30.00	Mrs. Eddy, Virginia City, mdse.....	7.50
James Halley, Virginia City, mdse.....	7.50	Comstock Restaurant, Virginia City, retrmt.....	7.50
James Halley, Virginia City, retail liquor.....	30.00	Mrs. Robert Hurley, Virginia City, retrmt.....	7.50
Eva Harvey, Virginia City, retail liquor.....	30.00	Wilson & Stanley, Virginia City, retail liquor.....	30.00
Hong Gee Hong, Virginia City, mdse.....	8.00	Virginia Entertainment Club, Va. City, show.....	5.00
International Hotel, Virginia City, hotel.....	7.50		
International Restaurant, Virginia City, rest.....	7.50		\$1,629.00
Kearns & Co., Virginia City, livery.....	7.50		
A. Klaus, Virginia City, retail liquor.....	30.00	Crawford & Wilson, Virginia City, rtl. st. lqr.....	\$12.50
A. Klaus, Virginia City, cigarettes.....	15.00	Miss N. A. Crawford, Virginia City, rtl. st. lqr.....	12.50
A. Klaus, Virginia City, billiards.....	15.00	Wilson & Stanley, Virginia City, rtl. st. lqr.....	12.50
Kitzmeyer & Kenny, Virginia City, mdse.....	7.50		
P. Karous, Virginia City, mdse.....	7.50		\$37.50

WASHOE COUNTY

P. Andreuccetti, Reno, mdse.....	\$7.50	Baldini & Co., Reno, retail liquor.....	\$30.00
H. Arsen, Reno, mdse.....	7.50	Baldini & Co., Reno, hotel.....	7.50
W. T. Scott Butler, Gerlach, rural liquor.....	15.00	E. A. Brainerd, Reno, mdse.....	7.50
Nels Block, Reno, retail liquor.....	20.00	A. D. Bird, Reno, mdse.....	7.50
Bates & Emrich, Reno, mdse.....	7.50	H. Bushell, Reno, mdse.....	7.50
E. L. Beeler, Reno, mdse.....	7.50	Victor Beccas, Reno, mdse.....	7.50
Banducci & Mazzerello, Sparks, mdse.....	7.50	Otto Benschutz, Reno, mdse.....	7.50
J. M. Bello, Reno, mdse.....	7.50	N. Block, Reno, retail liquor.....	30.00
O. E. Bibbee, Reno, retail liquor.....	30.00	A. M. Britt, Reno, mdse.....	11.25
James Bell, Reno, retail liquor.....	30.00	Charles Cain, Reno, mdse.....	7.50
John Breuner Co., Reno, mdse.....	7.50	A. Carter, Reno, automobile.....	7.50
Berquist & Skinner, Reno, mdse.....	7.50	J. F. Crosby, Wadsworth, rural liquor.....	15.00
Bank of Sparks, Sparks, banking.....	60.00	A. J. Clark, Reno, hotel.....	7.50
C. A. Beemer, Sparks, mdse.....	7.50	Coffin & Larcombe, Reno, mdse.....	7.50

Jerry Correo, Reno, retail liquor	\$30.00	National Meat Co., Reno, mdse.	\$7.50
Cotton-Turner Cigar Co., Reno, slot machine	20.00	Nevada Press Co., Reno, mdse.	7.50
C. Ccarelli, Sparks, retail liquor	30.00	Dan O'Keefe, Reno, hotel	7.50
Continental Supply Co., Reno, mdse.	7.50	Maurice O'Connor, Sparks, retail liquor	30.00
A. Cozzin, Reno, mdse.	7.50	Pappas & Cupas, Reno, retail liquor	30.00
D. T. Dempsey, Reno, slot machine	20.00	Mrs. C. F. Pease, Reno, mdse.	7.50
Charles Dreyer, Reno, slot machine	20.00	M. A. Parrott, Reno, mdse.	7.50
Charles Dreyer, Reno, restaurant	7.50	Fred Preuchhoff, Sparks, retail liquor	30.00
Bert Dunham, Reno, restaurant	7.50	Fred Preuchhoff, Sparks, hotel	7.50
O. DeJarlais, Reno, mdse.	7.50	George E. Porter, Reno, automobile	7.50
A. T. Dormeo, Reno, retail liquor	30.00	Perkins-Gullion Co., Reno, mdse.	7.50
Damon & Justi, Reno, retail liquor	30.00	Pierson Mill & L. Co., Reno, mdse.	11.25
Rick DeBernardi, Ricks, slot machine	20.00	Joe Pincolini & Bro., Verdi, retail liquor	30.00
S. Durham, Sparks, retail liquor	30.00	H. Pohl, Reno, retail liquor	30.00
J. T. Davin, Reno, mdse.	7.50	Falace Hotel Co., Reno, retail liquor	30.00
Dunnels & Steinmetz, Reno, mdse.	7.50	G. W. Raymond, Gerlach, rural liquor	15.00
A. T. Dormeo, Reno, mdse.	7.50	J. P. Reynolds, Sparks, cigarettes	15.00
A. T. Dormeo, Reno, lodging	7.50	Reno Mill & L. Co., Reno, mdse.	15.00
Dennison News Co., Reno, mdse.	7.50	Reno Printing Co., Reno, mdse.	7.50
Dennison News Co., Reno, cigarettes	15.00	Reno Cornice & S. M. W., Reno, mdse.	7.50
Mary Deremer, Reno, mdse.	7.50	Reno Fuel Yards, Reno, mdse.	7.50
E. L. Drappo, Reno, mdse.	7.50	Anna Rogers, Reno, lodging	7.50
J. S. Elmer, Reno, mdse.	7.50	Reno Mercantile Co., Reno, mdse.	15.00
Elm Hotel, Reno, lodging	7.50	Reno Cash Store, Reno, mdse.	7.50
Sam Francovich, Reno, mdse.	7.50	Reno Livery Co., Reno, livery	7.50
Sam Francovich, Reno, cigarettes	15.00	C. H. Rathbun, Reno, mdse.	7.50
Spiro Francovich, Reno, retail liquor	30.00	Ida Robbins, Reno, retail liquor	30.00
C. J. Frisch, Sparks, retail liquor	30.00	J. Reynolds, Sparks, mdse.	7.50
C. J. Frisch, Sparks, hotel	7.50	Mrs. R. Roupcke, Reno, lodging	7.50
William Flatt, Reno, mdse.	7.50	W. D. Reeder, Hausen, rural liquor	15.00
F. J. Fisher, Reno, mdse.	7.50	H. P. Roark, Reno, retail liquor	30.00
E. Grelli, Reno, retail liquor	30.00	H. P. Roark, Reno, hotel	7.50
Grossbeck & O'Brien, Reno, mdse.	7.50	H. Riter, Wadsworth, rural liquor	15.00
B. J. Genesey, Reno, mdse.	7.50	C. L. Reahgren, Wadsworth, restaurant	7.50
H. J. Gosse, Reno, retail liquor	30.00	F. Servel, Reno, slot machine	20.00
H. J. Gosse, Reno, hotel	7.50	C. J. Sadlier, Reno, retail liquor	30.00
E. Griswold, Wadsworth, mdse.	7.50	C. J. Sadlier, Reno, hotel	7.50
Frank Golden, Reno, hotel	7.50	C. J. Sadlier, Reno, lodging	7.50
Frank Golden, Reno, lodging	7.50	Semenza & Co., Reno, mdse.	7.50
A. Giannotti, Wadsworth, rural liquor	15.00	Shufelt & Riley, Reno, mdse.	7.50
Grey News Co., Reno, mdse.	7.50	W. L. Shirley, Reno, mdse.	7.50
Grey News Co., Reno, cigarettes	15.00	Frank Smith, Derby, rural liquor	15.00
Frank Gallery, Reno, retail liquor	30.00	J. A. Snyder, Sparks, retail liquor	30.00
Frank Gallery, Reno, hotel	7.50	Steinheimer Brothers, Reno, mdse.	7.50
Joseph Hrachovsky, Reno, retail liquor	30.00	H. L. Smith, Reno, automobile	2.50
L. H. Harriman, Bald Mountain, rural liquor	15.00	W. R. Strong Co., Gerlach, rural liquor	15.00
Hynes Brothers, Reno, pawn brokers	100.00	William Sutherland, Reno, mdse.	7.50
H. C. Heidtman, Reno, hotel	7.50	William Schmidt, Reno, retail liquor	30.00
H. C. Heidtman, Reno, slot machine	20.00	J. L. Siefert, Sparks, slot machine	20.00
H. C. Heidtman, Reno, retail liquor	30.00	The Tavern Liquor Co., Reno, slot machine	20.00
George Imes, Reno, retail liquor	30.00	Thyes & Reese, Reno, retail liquor	30.00
P. Indart, Reno, retail liquor	30.00	T. Tomamichel, Reno, lodging	7.50
P. Indart, Reno, hotel	7.50	W. O. Thomas, Reno, restaurant	7.50
A. E. Kaye, Reno, mdse.	7.50	The Hotel Golden Co., Reno, retail liquor	30.00
T. J. Kane, Verdi, slot machine	20.00	The Hotel Golden Co., Reno, hotel	7.50
Lane & Co., Reno, mdse.	7.50	The Hotel Golden Co., Reno, slot machine	20.00
E. Lievre, Reno, mdse.	7.50	W. O. Thomas, Reno, cigarettes	15.00
Logan, Dale & Co., Reno, mdse.	11.25	P. L. Tooney, Reno, retail liquor	30.00
Nick Lusich, Reno, restaurant	7.50	Verdi Lumber Co., Verdi, mdse.	7.50
Lachman & Mayer, Reno, slot machine	20.00	Verdi Lumber Co., Reno, mdse.	11.25
William Lawson, Reno, slot machine	20.00	Washoe County Bank, Reno, banking	75.00
Joe Leonard, Verdi, retail liquor	30.00	C. Walstab, Sparks, retail liquor	30.00
Mrs. John Lee, Wadsworth, mdse.	7.50	C. Walstab, Sparks, hotel	7.50
Mrs. John Lee, Wadsworth, rural liquor	15.00	H. Wald, Reno, mdse.	7.50
Sam Longabaugh, Ophir, mdse.	7.50	H. Wald, Reno, mdse.	7.50
Monarch Saloon Co., Reno, retail liquor	30.00	Waldorf Cafe, Inc., Reno, slot machine	20.00
Monarch Saloon Co., Reno, slot machine	20.00	Waldorf Cafe, Inc., Reno, slot machine	20.00
Mowles & Berry, Reno, livery	7.50	Western M. G. Works, Reno, mdse.	7.50
A. B. Manheim, Reno, mdse.	7.50	Yenner & Gilpin, Reno, retail liquor	30.00
J. D. Mariner, Reno, mdse.	7.50	M. L. Yorl, Reno, lodging	7.50
S. B. Millisich, Reno, retail liquor	30.00	D. Zolezzi, Reno, mdse.	7.50
Morton Brothers, Verdi, slot machine	20.00	C. W. Zoehrlaut, Reno, retail liquor	30.00
Martin Brothers, Reno, retail liquor	30.00	C. W. Zoehrlaut, Reno, slot machine	20.00
Martin Brothers, Reno, hotel	7.50	John Casi & Co., Sparks, retail liquor	30.00
J. Manzono, Reno, retail liquor	30.00	John Casi & Co., Sparks, hotel	7.50
J. Manzono, Reno, hotel	7.50	E. F. Farrel, Reno, restaurant	7.50
C. Marcelle, Reno, mdse.	7.50	Gambini & Gianotti, Reno, retail liquor	30.00
Matsumoto & Kaybach, Reno, lodging	7.50	Gambini & Gianotti, hotel	7.50
J. B. McCullough, Reno, mdse.	7.50	W. H. Tuttle, Reno, slot machine	20.00
J. M. McCormack, Reno, lodging	7.50	G. Ricci, Verdi, retail liquor	30.00
A. L. McDougal, Wadsworth, mdse.	7.50	G. Ricci, Verdi, hotel	7.50
Charles Madison, Reno, mdse.	7.50	Cosmopolitan Show, Reno, show	80.00
Novacovich Mercantile Co., Reno, mdse.	7.50	Heater & Davis, Reno, slot machine	20.00
Nevada Machinery & Supply Co., Reno, mdse.	7.50	Cosmopolitan Show, Reno, show	120.00
Estelia Nash, Reno, lodging	7.50	Mrs. G. Morrell, Reno, mdse.	7.50
C. L. Nakagawa, Reno, restaurant	7.50	Peter Saturno, Reno, restaurant	7.50
Nevada Optical Co., Reno, mdse.	7.50	C. R. Stevenson, Reno, restaurant	7.50
Nevada Planing Mill Co., Reno, mdse.	11.25	Charles Paul, Verdi, retail liquor	30.00

E. L. Reader, Verdi, restaurant	\$7.50	Reno Grocer Co., Reno, mdse.	\$15.00
Charles Dreyer, Verdi, slot machine	20.00	Reno Sausery Co., Reno, mdse.	7.50
Ridenour Fuel Co., Verdi, mdse.	7.50	Reno Meat Co., Reno, mdse.	7.50
C. Van Buren, Verdi, retail liquor	30.00	Robinson Mercantile Co., Reno, mdse.	7.50
Walter S. Allen, Sparks, retail liquor	30.00	Reno Power L. & W. Co., Reno, mdse.	7.50
B. W. Archbald, Reno, mdse.	7.50	L. Radcliffe, Reno, mdse.	7.50
Mrs. E. Bares, Reno, retail liquor	30.00	Ica Robbins, Reno, restaurant	7.50
Mrs. E. Bares, Reno, hotel	7.50	E. F. Quisen, Humboldt, rural liquor	10.00
E. L. Bares, Reno, mdse.	7.50	Quinn High Lung Co., Reno, retail liquor	30.00
J. R. Baer, Reno, mdse.	15.00	Swift & Co., Reno, mdse.	7.50
Nelson Bick, Franktown, retail liquor	15.00	Sparks Drug Co., Sparks, mdse.	7.50
T. W. Bottes, Reno, mdse.	7.50	Jos. Serventi, Reno, retail liquor	30.00
H. C. Clausen, Reno, retail liquor	30.00	Standard Oil Co., Reno, mdse.	7.50
H. C. Clausen, Reno, restaurant	7.50	Spokane B. & T. Co., Reno, banking	7.50
Cleaver & Dexter, Reno, mdse.	7.50	Sauer & Stoffan, Reno, mdse.	7.50
Culshaw Packing Co., Reno, mdse.	7.50	Sauer & Kornmayer, Washoe City, rural liquor	15.00
W. W. Cullen, Reno, mdse.	7.50	Sauer & Kornmayer, Washoe City, mdse.	7.50
Frank C. Cullen, Reno, mdse.	7.50	Pete Saturno, Reno, retail liquor	7.50
Conant Brothers, Reno, mdse.	7.50	Lee Saturno, Reno, billiards	7.50
J. D. Carter, Reno, retail liquor	30.00	Chas. S. Sater, Reno, slot machine	20.00
J. D. Carter, Reno, hotel	7.50	A. S. Schmitz, Sparks, mdse.	7.50
Commodore Hotel, Sparks, mdse.	7.50	Joe Schmitz, Sparks, mdse.	7.50
C. Combs, Reno, restaurant	7.50	W. T. Telle, Reno, retail liquor	7.50
Charles, Furniture Co., Reno, mdse.	7.50	W. O. Thomas, Reno, retail liquor	7.50
George Contas, Reno, mdse.	7.50	L. A. Todd, Reno, mdse.	7.50
A. Caputo & Co., Reno, slot machine	20.00	Theresa & Co., Verdi, retail liquor	7.50
Central Supply Co., Reno, mdse.	7.50	J. E. Thiel, Reno, mdse.	7.50
Cotton-Turner Co., Reno, mdse.	7.50	L. Vachana, Reno, mdse.	7.50
Cotton-Turner Co., Reno, cigarettes	15.00	Wan George & Co., Reno, mdse.	7.50
Cotton-Turner Co., Reno, mdse.	7.50	H. T. Wellmore, Olinghouse, rural liquor	15.00
Cotton-Turner Co., Reno, cigarettes	15.00	William Weir, Reno, retail liquor	30.00
Dalton, Villon & Clifford, Reno, mdse.	7.50	Western Pacific Ry. Co., Gerlach, restaurant	7.50
Rick De Bernardi, Ricks, rural liquor	15.00	Week Drug Co., Reno, mdse.	7.50
Demartini & Lombardi, Reno, slot machine	20.00	Wing Fat, Reno, restaurant	7.50
Demartini & Lombardi, Reno, mdse.	11.25	Emil Whitebert, Reno, mdse.	7.50
Elorza & Elcano, Reno, retail liquor	30.00	Wood-Curtis & Co., Reno, mdse.	11.25
Elorza & Elcano, Reno, hotel	7.50	M. Yokoyama, Reno, mdse.	7.50
John Etchebarren, Reno, slot machine	20.00	F. A. Young, Sparks, slot machine	20.00
John Etchebarren, Reno, retail liquor	30.00	F. P. Byron, Sparks, mdse.	7.50
John Etchebarren, Reno, hotel	7.50	H. L. Smith, Sparks, automobile	2.50
John Etchebarren, Reno, mdse.	7.50	Kavanaugh & Hamb, Gerlach, rural liquor	15.00
John Etchebarren, Reno, cigarettes	15.00	Martin & Murray, Sparks, theater	10.00
Flanigan Warehouse Co., Reno, mdse.	11.25	Charles Dreyer, Sparks, retail liquor	30.00
A. M. Forest, Sparks, mdse.	7.50	Rick De Bernardi, Ricks, hotel	7.50
B. Goldstein, Reno, mdse.	7.50	Henry J. Amigo, Reno, cigarettes	15.00
E. Gerber, Reno, retail liquor	30.00	Henry J. Amigo, Reno, mdse.	7.50
F. S. Gunter, Sparks, mdse.	7.50	T. E. Morgan, Reno, mdse.	7.50
W. J. Hose, Reno, mdse.	7.50	Mrs. Lillian Whitten, Reno, lodging	7.50
C. A. Hoover, Wadsworth, rural liquor	15.00	T. Hardada, Reno, restaurant	7.50
S. J. Hodgkinson, Reno, mdse.	7.50	Lundy Auto Co., Reno, automobile	7.50
Hymes Brothers, Reno, mdse.	7.50	Lundy Auto Co., Reno, automobile	7.50
H. Ishihara, Reno, restaurant	7.50	Lundy Auto Co., Reno, automobile	7.50
Phil Jacobs, Reno, mdse.	7.50	Zorn & Hof, Reno, retail liquor	30.00
J. W. Jenkins, Reno, billiards	20.00	Tsukamoto & Co., Joe, Reno, restaurant	7.50
I. Koizuma, Reno, mdse.	7.50	Mrs. A. E. Preston, Wedekind, restaurant	7.50
J. G. Kernek, Reno, mdse.	7.50	Mrs. F. Vogliotte, Wedekind, lodging	7.50
Carl Kuhn, Reno, mdse.	7.50	Austin & MacPherson, Sparks, mdse.	7.50
Choung Koung, Reno, mdse.	7.50	R. B. Addenbrook, Reno, mdse.	7.50
Karns & Grey, Reno, billiards	15.00	Mrs. T. Anderson, Reno, hotel	7.50
Lindley & Co., Reno, mdse.	11.25	Sam Armanka, Reno, mdse.	7.50
C. A. Lundy, Reno, mdse.	7.50	Mrs. H. L. Apple, Reno, hotel	7.50
C. A. Lundy, Reno, automobile	7.50	N. T. Anders, Reno, hotel	7.50
Mrs. F. H. Leonasio, Reno, lodging	7.50	Catherine Burns, Reno, mdse.	7.50
Sol Levy, Reno, mdse.	7.50	Charles Bijen, Reno, restaurant	7.50
S. L. Loughton, Laughtons, rural liquor	15.00	Bools & Butler, Reno, mdse.	7.50
William Lawson, Reno, mdse.	7.50	Nels Block, Reno, billiards	10.00
William Lawson, Reno, cigarettes	15.00	T. R. Cheatham, Reno, mdse.	7.50
J. Lowe, Reno, restaurant	7.50	E. G. Clark, Sparks road, retail liquor	30.00
Lachman & Mayer, Reno, mdse.	7.50	E. Clay, Reno, mdse.	7.50
Lachman & Mayer, Reno, cigarettes	15.00	Capitani & Co., A., Reno, retail liquor	30.00
Mazzotti & Delberti, Reno, retail liquor	30.00	Capitani & Co., A., Reno, hotel	7.50
Mazzotti & Delberti, Reno, slot machine	20.00	Colonial Hotel Co., Reno, hotel	7.50
George McGinnis, Reno, livery	7.50	Curnow & Gault, Reno, mdse.	7.50
Mott & Settle, Reno, mdse.	7.50	Curnow & Gault, Reno, cigarettes	15.00
Morton Brothers, Reno, mdse.	7.50	Crosby & Whiting, Reno, mdse.	7.50
Marianni & Gardelli, Sparks, retail liquor	30.00	Choung Gee, Reno, mdse.	7.50
Marianni & Gardelli, Sparks, hotel	7.50	F. G. Clement, Reno, restaurant	7.50
C. J. McBride, Sparks, mdse.	7.50	Henry Clark, Sparks, mdse.	7.50
Mrs. Christ Madsen, Reno, lodging	7.50	Mrs. I. Carroll, Sparks, lodging	7.50
Mecca Liquor Co., Reno, retail liquor	30.00	H. J. Duncan, Sparks, mdse.	7.50
Nevada Packing Co., Reno, mdse.	15.00	Demartini & Lombardi, Sparks, retail liquor	30.00
Nevada Engineering Works, Reno, mdse.	15.00	Demartini & Lombardi, Sparks, billiards	10.00
Dan O'Keefe, Reno, retail liquor	30.00	Mrs. K. Donahy, Sparks, hotel	7.50
Ostrander & King, Gerlach, rural liquor	15.00	W. T. Dalton, Gerlach, mdse.	7.50
Porteous Decorative Co., Gerlach, mdse.	7.50	Elite Saloon Co., Reno, retail liquor	30.00
P. Poncia, Sparks, retail liquor	30.00	Eclipse Decorating Co., Reno, mdse.	7.50
P. Poncia, Sparks, slot machine	20.00	Edholm, Aiken & Co., Sparks, mdse.	7.50
Riverside Mill Co., Reno, mdse.	15.00	Fredericks Company, Reno, mdse.	7.50

Fat Hong, Reno, restaurant	\$7.50	Reno Power, L. & W. Works, Sparks, mdse	\$7.50
I. Fukushima, Reno, restaurant	7.50	Stack & Grey, Reno, billiards	30.00
Frank & Bano, Reno, mdse.	7.50	Seattle M. & B. Co., Reno, mdse	11.25
H. Frank, Reno, mdse	7.50	James Sullivan, Reno, retail liquor	30.00
William Frank, Reno, mdse	7.50	O. J. Sholi, Reno, mdse	7.50
Edgar W. & L. Co., Reno, mdse	11.25	John Sundelund, Reno, mdse	11.25
Mrs. T. M. Goodman, Reno, mdse	7.50	Sam Wing Cheong Co., Reno, mdse	7.50
Mrs. H. R. Graves, Reno, mdse	7.50	Singer Sewing Machine Co., Reno, mdse	7.50
G. Red Wright Co., Reno, mdse	11.25	F. Sorel, Reno, retail liquor	30.00
H. O. Hedman, Reno, slot machine	2.25	F. Sorel, Reno, hotel	7.50
N. C. Henson, Reno, lodging	7.50	H. P. Sawyer, Reno, mdse	7.50
Lois Hest, Reno, mdse	7.50	Charles Stevens, Reno, mdse	7.50
Hester & Davis, Reno, retail liquor	30.00	Smythe & L. Star, Reno, mdse	7.50
P. Hest, Reno, retail liquor	30.00	W. L. Sancy, Sparks, mdse	7.50
Hest, Sancy & Co., Reno, mdse	7.50	H. L. Smith, Reno, automobile	2.50
Hest, Sancy & Co., Reno, mdse	7.50	Tranter, Habel & Sorel, Reno, mdse	7.50
Hest, Sancy & Co., Reno, mdse	7.50	Mrs. H. C. Thomas, Reno, lodging	7.50
S. S. Johnson, Reno, retail liquor	30.00	Tavern Liquor Co., Reno, retail liquor	30.00
James Kootner, Reno, mdse	7.50	E. Twaddle, Reno, livery	7.50
Frank Kootner, Reno, billiards	10.00	The White Company, Reno, mdse	7.50
T. Kase, Verdi, retail liquor	30.00	The Torgerson, Inc., Sparks, mdse	7.50
L. Kase, Reno, retail liquor	30.00	Van Buren Co., Reno, hotel	7.50
L. Kase, Reno, slot machine	6.65	Wing Tang, Reno, mdse	7.50
K. Kase, Reno, billiards	10.00	Wigg & Boughton, Reno, mdse	7.50
Kase & Grey, Reno, billiards	25.00	Woh Lung Co., Verdi, mdse	7.50
H. Leter, Reno, mdse	7.50	Waldorf Cafe, Inc., Reno, retail liquor	30.00
Mrs. L. E. Lehrs, Reno, hotel	7.50	Waldorf Cafe, Inc., Reno, billiards	5.00
J. C. Morgan, Reno, mdse	7.50	Waldorf Cafe, Inc., Reno, mdse	7.50
J. C. Morgan, Reno, cigarettes	15.00	Waldorf Cafe, Inc., Reno, cigarettes	15.00
Baymount & Etchebarren, Reno, mdse	7.50	Young & Young, Sparks, retail liquor	30.00
Monarch Lunch Counter, Reno, restaurant	7.50	Franz Krause, Reno, mdse	7.50
J. M. Mawer, Steamboat, rural liquor	15.00	B. Patrone, Reno, mdse	7.50
J. S. Miller, Reno, mdse	7.50	Is Wood & Lou Cohn, Reno, mdse	7.50
J. S. Miller, Reno, cigarettes	15.00	E. D. Mack, Reno, mdse	7.50
William Martin, Reno, mdse	7.50	George Donahue & F. D. Bale, Reno, mdse	7.50
C. H. Mott, Reno, mdse	7.50	M. Simas, Jr., Reno, mdse	7.50
S. Mullis, Reno, slot machine	6.20	G. Canonica, Reno, retail liquor	30.00
L. Myers, Reno, mdse	7.50	G. Canonica, Reno, hotel	7.50
Mrs. L. L. McKissick, Reno, hotel	7.50	P. Peyron, Reno, retail liquor	30.00
Meradi Music Co., Reno, mdse	7.50	P. Peyron, Reno, restaurant	7.50
Nevada Hardware & Supply Co., Reno, mdse	11.25	James D. Clark, Reno, retail liquor	30.00
Nevada National Bank, Reno, banking	75.00	J. B. Gregory, Reno, mdse	7.50
Nevada Sheet Metal Works, Reno, mdse	7.50	Brault & Wallin, Reno, mdse	7.50
A. Nicolosi, Reno, lodging	7.50	Brault & Wallin, Reno, cigarettes	15.00
O'Connor & Bony, Verdi, retail liquor	30.00	Vera M. Gasco, Reno, lodging	7.50
W. E. Otis, Verdi, mdse	7.50	O'Connor & Bony, Verdi, hotel	7.50
Mrs. S. F. Phelan, Verdi, mdse	7.50		
Phel Zing, Gerlach, restaurant	7.50		\$6,923.80
D. Pease, Verdi, mdse	7.50		
Palace Dry Goods Store, Reno, mdse	11.25	Gambini & Gianotti, Wadsworth, retail st. lqr	\$12.50
Patt Bros., Reno, mdse	7.50	John Gasi & Co., Sparks, retail st. lqr	12.50
H. W. Parker, Sparks, mdse	7.50	G. Ricci, Verdi, retail state liquor	12.50
A. W. Plummer, Sparks, mdse	7.50	Pappas & Cupas, Reno, retail state liquor	12.50
Quong Hing Lung Co., Sparks, mdse	7.50	Cavanaugh & Hamby, Gerlach, retail st. lqr	12.50
R. C. Majors, Sparks, mdse	7.50	Zorn & Hof, Reno, retail state liquor	12.50
Reno Wholesale Liquor Co., Reno, retail lqr	30.00	G. Canonica, Reno, retail state liquor	12.50
Rosetta & Sherman, Reno, mdse	7.50	James D. Clark, Reno, retail state liquor	12.50
William Randrup, Reno, retail liquor	30.00	P. Peyron, Reno, retail state liquor	12.50
Reno P. & H. Co., Reno, mdse	7.50		
Frank Rose, Reno, mdse	7.50		\$112.50
Reno Electrical Works, Reno, mdse	7.50		

WHITE PINE COUNTY

The Montana Buffet, Ely, retail liquor	\$30.00	The Steptoe Hotel, East Ely, cigarettes	\$15.00
John Petroni, Cherry Creek, retail liquor	30.00	The Athens Mercantile Co., Ely, cigarettes	15.00
Mau Young, Ely, retail liquor	30.00	M. Herman, McGill, cigarettes	15.00
Peter Chigizla, Cherry Creek, retail liquor	30.00	M. V. Clays, Blackhorse, rural liquor	15.00
The Apex Bar Co., Ely, retail liquor	30.00	Steptoe Valley L. & C. Co., East Ely, mdse	11.25
Joe Dugan & Co., Ely, retail liquor	30.00	Ely Lumber & Coal Co., Ely, mdse	11.25
Thomas O'Neill, Ely, retail liquor	30.00	R. W. Palmer, Ely, mdse	7.50
H. Marotte, Ely, retail liquor	30.00	E. T. Brainerd, Cherry Creek, mdse	7.50
Mico Bosta, Smelterville, retail liquor	30.00	Max Gentile, Riepstown, mdse	7.50
The Northern Hotel, Ely, retail liquor	30.00	Arthur Knecht, Ely, mdse	7.50
John Graves, Riepstown, retail liquor	30.00	Wade & Co., Ely, mdse	7.50
The Ruth Club, Ruth, retail liquor	30.00	Leach Brothers, Cherry Creek, mdse	7.50
E. L. Thayer, Ruth, retail liquor	30.00	J. H. Marriott, Osceola, mdse	7.50
H. L. Stebbins, East Ely, retail liquor	30.00	F. M. Clark, Ely, mdse	7.50
The Steptoe Hotel, East Ely, retail liquor	30.00	William Ackerman, Ely, mdse	7.50
The Groux Hotel, Riepstown, retail liquor	30.00	W. B. Graham, Ely, mdse	7.50
T. H. O'Neill, Ely, retail liquor	30.00	Louis Zadow, Hamilton, mdse	7.50
Joe Dugan & Co., Ely, retail liquor	30.00	Mau Young, Ely, mdse	7.50
The Copper Club, McGill, retail liquor	30.00	Muir & Minoletti, Hamilton, mdse	7.50
Miller & Lane, Blackhorse, retail liquor	30.00	J. H. Gallacher, Ely, mdse	7.50
Martin Minacci, Lane City, retail liquor	30.00	Wilson-Bates Furniture Co., Ely, mdse	7.50
The Ruth Club, Ruth, slot machine	20.00	McGill & Adams, McGill, mdse	7.50

Steptoe Valley S. & M. Co., McGill, mdse.	\$7.50	Giroux Boarding House, Kimberly, restaurant.	\$7.50
American Trading Co., McGill, mdse.	7.50	Mrs. Gibbs, Kimberly, restaurant.	7.50
Campton Commercial Co., McGill, mdse.	7.50	A. C. Powell, Ely, restaurant.	7.50
F. M. Clark, McGill, mdse.	7.50	Mrs. Wattles, Riepetown, restaurant.	7.50
Ira J. McKnight, Ely, mdse.	7.50	The Alamo Hotel, Ely, hotel.	7.50
Ruth B. Gardner, Lund, mdse.	7.50	The Ely Hotel, Ely, hotel.	7.50
Young Hong, Ely, mdse.	7.50	City Meat Market, Ely, mdse.	7.50
Golden Rule Store, Ely, mdse.	7.50	C. L. Rowe, Lund, mdse.	7.50
E. H. Hamilton, Ely, mdse.	7.50	Nick Boych, Riepetown, restaurant.	7.50
M. H. Harrison, Lund, mdse.	7.50	Nevada Meat Company, East Ely.	7.50
John Kaloris, Copper Flat, mdse.	7.50	W. H. Bishop, Ely, mdse.	7.50
Nevin & Jackson, Ely, mdse.	7.50	Clark & Lindskeg, Ely, mdse.	7.50
Wah Kim, Cherry Creek, mdse.	7.50	Jim Haslett, Ely, mdse.	7.50
Steptoe Drug Co., Ely, mdse.	7.50	M. Jensen, Ely, mdse.	7.50
The Athens Mercantile Co., Ely, mdse.	7.50	Ely Garage Co., Ely, automobile.	7.50
Thos. F. McGeary, Ely, mdse.	7.50	On Chung, Ely, peddler.	10.00
P. J. Foulleul, Ely, mdse.	7.50	J. O. Decker, Lane City, retail liquor.	30.00
Golden Rule Store, McGill, mdse.	7.50	Harry Nelson, Star Pointer, retail liquor.	30.00
D. C. Staley, Ely, restaurant.	7.50	Frank Drolle, Star Pointer, retail liquor.	30.00
Kate Smith, Ely, restaurant.	7.50	M. Rogers, Riepetown, retail liquor.	30.00
Hayes Green Park Hotel, Ely, hotel.	7.50	F. L. Rigby, Veteran, retail liquor.	30.00
The Renshaw House, Ely, hotel.	7.50	Ernest P. Silber, Riepetown, retail liquor.	30.00
The Northern Hotel, Ely, hotel.	7.50	The Mint Saloon, Riepetown, retail liquor.	30.00
The Richmar Hotel, Ely, hotel.	7.50	Walden & Burnett, McGill, cigarettes.	15.00
The Steptoe Hotel, East Ely, hotel.	7.50	Louis Cononelos, McGill, cigarettes.	15.00
The Giroux Hotel, Riepetown, hotel.	7.50	Arthur Knecht, Ely, cigarettes.	15.00
Mrs. E. A. Maxwell, McGill, hotel.	7.50	Athens Mercantile Co., Ely, cigarettes.	15.00
A. P. Slichter, East Ely, brokerage.	20.00	The Capitol Saloon, Ely, cigarettes.	15.00
McGill Mercantile Co., McGill, mdse.	7.50	The Northern Hotel, Ely, cigarettes.	15.00
On Chung, Ely, peddler.	10.00	Lockhart Brothers, Ruth, cigarettes.	15.00
Ben Logan, Ely, hotel.	7.50	Hamilton News Co., Ely, cigarettes.	15.00
Marsh & Barton, Ely, billiards.	5.00	Walden & Burnett, McGill, slot machine.	20.00
Frank Roge, Riepetown, retail liquor.	30.00	The Capitol Club, Ely, slot machine.	20.00
J. E. Talbot, Ely, retail liquor.	30.00	The Southern Club, Ely, slot machine.	20.00
The Falstaff, McGill, retail liquor.	30.00	The Montana Buffet, Ely, slot machine.	20.00
Athens Merc. Co., Smelterville, retail liquor.	30.00	Ed. Talbot, Ely, slot machine.	20.00
William Keenan, East Ely, retail liquor.	30.00	The Antler Bar, East Ely, slot machine.	20.00
Athens Mercantile Co., Ely, retail liquor.	30.00	H. A. Stone, McGill, slot machine.	20.00
J. R. Marks Co., Ely, retail liquor.	30.00	The Butte Saloon, Ely, slot machine.	20.00
Jim Hazlett, Ely, retail liquor.	30.00	Gus Koppidas, Ely, mdse.	7.50
The Southern Club, Ely, retail liquor.	30.00	Lockhart Brothers, Ruth, mdse.	7.50
D. C. Kennedy, Cherry Creek, retail liquor.	30.00	Appleman & Co., McGill, mdse.	7.50
John Henry, Cherry Creek, retail liquor.	30.00	Steptoe Drug Co., McGill, mdse.	7.50
The Oaks Saloon, Ely, retail liquor.	30.00	F. B. Becker, Ely, mdse.	7.50
R. L. Rigby, Ely, retail liquor.	30.00	Nevada Mercantile Co., Ely, mdse.	7.50
The Antler Bar, East Ely, retail liquor.	30.00	Louis Cononelos, McGill, mdse.	7.50
H. C. Nicholson, Osceola, retail liquor.	30.00	George Gordas, McGill, mdse.	7.50
Thomas Kopas, Smelterville, retail liquor.	30.00	Nye Brothers, McGill, mdse.	7.50
The Butte Saloon, Ely, retail liquor.	30.00	F. C. Nunnely, East Ely, mdse.	7.50
Harry Curtis, Riepetown, retail liquor.	30.00	Mrs. Murdoch, Ely, mdse.	7.50
Steptoe City Club, Steptoe City, retail liquor.	30.00	Max Gentle, Riepetown, mdse.	7.50
J. W. Blackwood, Ely, retail liquor.	30.00	Steptoe Fruit Co., Ely, mdse.	7.50
Mrs. Nones, Ruth, retail liquor.	30.00	Jim Fells, McGill, mdse.	7.50
The Capitol Saloon, Ely, retail liquor.	30.00	The Nevada Meat Co., Ely, mdse.	7.50
A. J. Fowler, Star Pointer, retail liquor.	30.00	Schwab Clothing Co., Ely, mdse.	7.50
Mike Bosta Co., Riepetown, retail liquor.	30.00	The Idaho Stables, Ely, livery.	7.50
J. R. Marks, Ely, slot machine.	20.00	W. C. Bradley, McGill, livery.	7.50
The Falstaff Saloon, McGill, slot machine.	20.00	L. T. Larsen, East Ely, hotel.	7.50
The Antler Bar, East Ely, cigarettes.	15.00	The Lawler House, Ely, hotel.	7.50
H. A. Stone, McGill, cigarettes.	15.00	The Ives Rooming House, East Ely, hotel.	7.50
Tippett Mercantile Co., Tippett, rural liquor.	15.00	Mrs. Tobin, Ruth, hotel.	7.50
The Ely Theater, Ely, theater.	75.00	The Antler Cafe, East Ely, restaurant.	7.50
Campton Commercial Co., Ruth, mdse.	7.50	George J. Dritchos, Ruth, restaurant.	7.50
Jos. E. Stevens & Co., Ely, mdse.	7.50	E. W. Hulise & Co., Ely, brokerage.	20.00
Jensen Brothers, Preston, mdse.	7.50	A. P. Schlichter, East Ely, brokerage.	20.00
J. C. Wheeler, East Ely, mdse.	7.50	Eugene Giles & Co., Ely, brokerage.	20.00
H. A. Stone, McGill, mdse.	7.50	John Gravos, Riepetown, billiards.	10.00
F. P. Jeppeson, East Ely, mdse.	7.50	William Keenan, East Ely, billiards.	10.00
J. D. McQueen, Baker, mdse.	7.50	The Antler Bar, East Ely, billiards.	15.00
Naylor & Callahan, Ely, mdse.	7.50	The Ruth Club, Ruth, billiards.	15.00
Athens Mercantile Co., Ely, mdse.	7.50	G. J. Winter, McGill, billiards.	20.00
T. A. Sennett, Ely, mdse.	7.50	Jim Hazlett, Ely, billiards.	20.00
Fippett Mercantile Co., Tippett, mdse.	7.50	The Capitol Saloon, Ely, billiards.	30.00
T. J. Lehman, Ely, mdse.	7.50	Harry Curtis, Riepetown, billiards.	5.00
Walden & Burnett, McGill, mdse.	7.50	J. H. Fulmer, East Ely, hotel.	7.50
George Gianapolis, McGill, mdse.	7.50	William Golden, Riepetown, restaurant.	7.50
Campton Commercial Co., Kimberly, mdse.	7.50	Mrs. Pell, Riepetown, restaurant.	7.50
Wholesale F. & T. Co., Ely, mdse.	7.50		
John Hanlin, East Ely, mdse.	7.50		\$3,172.50
Lehr & Co., East Ely, mdse.	7.50		
James Mehigan, Blackhorse, mdse.	7.50	Martin Minacci, Lane City, retail state liquor.	\$12.50
Matthews & Barnes, McGill, mdse.	7.50	A. J. Fowler, Star Pointer, retail state liquor.	12.50
M. Herman, McGill, mdse.	7.50	Mike Bosta Co., Smelterville, retail state liquor.	12.50
John Macart, Ely, mdse.	7.50	Ernest P. Silber, Ely, retail state liquor.	12.50
Riepetown Bakery, Riepetown, mdse.	7.50	The Mint Saloon, Ely, retail state liquor.	12.50
The Vienna Cafe, Ely, restaurant.	7.50		
Southern Dining Hall, Ely, restaurant.	7.50		

BULLION TAX SOURCES

CHURCHILL COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	6	\$516.21	\$516.21	None
June 30	6	307.73	416.15	None
September 30 ...	4,582	76,554.88	80,019.37	\$478.23
Totals.....	4,594	\$77,378.82	\$80,951.73	\$478.23

Detailed Report for Quarter Ending September 30, 1911

Nevada Hills Mining Company—Number of tons worked, 1,138; value of gross yield, \$31,625.29; cost of extracting, \$46,091.68; cost of transportation, \$583.49; cost of reduction or sale, \$1,201.45; value of net yield, none. Total tax, none.

Nevada Wonder Mining Company—Number of tons worked, 3,444; value of gross yield, \$44,929.59; cost of extracting, \$15,919.99; cost of transportation, \$268.01; cost of reduction or sale, \$15,953.75; value of net yield, \$12,786.84. Total tax, \$478.23.

During 1909 the Churchill County product totaled 715 tons, of an aggregate value of \$54,228.03; during 1910, 54 tons, \$8,209.30, and for the first nine months of 1911, 4,594 tons, \$77,378.82. Until within the past few months, for over two years production in this county has scarcely been attempted, but extensive preparations have been made, particularly in Fairview and Wonder districts, for future operations. Development has progressed to a point where a liberal immediate future production is assured. Of the 4,594 tons of ore valued at \$77,378.82 shown for nine months ending September 30, 1911, you will note that 4,582 tons valued at \$76,554.88 was the output of the last three months of that period, and all came from the Fairview and Wonder districts. The Nevada Hills Mining Company, with which was merged the Fairview Eagle Mining Company some time ago, has erected a hundred-ton mill which is now in continuous operation on ores from this property. This mill is probably the most up-to-date mill of its capacity in existence today. In the Wonder district the Nevada Wonder Mining Company is now making a splendid production and is keeping its new hundred-ton gold mill constantly busy. The Jack Pot and Atlas Wonder are also very active, and there is a persistent rumor that the management of these companies is figuring on the installation of a mill to handle their ores.

CLARK COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	1,046	\$9,098.26	\$25,918.86	None
June 30	1,308	27,348.97	33,298.03	None
September 30....	None	None	None	None
Totals.....	2,354	\$36,447.23	\$59,216.89	None

During the year ending December 31, 1909, Clark County produced a tonnage of 11,317, of a gross value of \$66,723.44; during same period for 1910 her production was 36,894 tons, valued at \$190,791.43; for the first nine months of 1911 she shows a tonnage of 2,354, valued at \$36,147.24. The falling off evidenced at this time is largely due to the temporary suspension of the Quartzite mine and mill at Searchlight. This is a close corporation and facts for public information are difficult to obtain. The property is a gold and silver producer which has shown a heavy extraction in the past and it is still contended has large reserves of ore in sight. Besides numerous gold prospects, this county throughout its four mining districts known as the Searchlight district, the Eldorado district, the Yellow Pine district and the Sunset mining district, is liberally sprinkled with large deposits of silver-lead and zinc ores which will eventually bring it into great prominence.

ELKO COUNTY

There has been no production in Elko County for some time, but despite this fact it is deserving of especial comment, and particularly as to the Jarbidge district. This is probably the sturdiest youngster in Nevada's large family of mineral infants. It sprung into existence without fuss or flurry and apparently with all the essentials that make for early maturity. Prominent mining men have become interested to a considerable extent and are aggressively pressing development work. Two mills—one of 50 and one of 100 tons capacity—are in constant operation. Geologically the district is a marvel, and is blessed with exceptional natural advantages for cheap mining and milling. Jarbidge will be heard from quickly.

ESMERALDA COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	134,503	\$2,904,827.40	\$1,536,628.87	\$37,263.54
June 30	145,831	2,017,383.31	1,572,161.33	38,990.60
September 30	149,985	2,499,033.91	1,589,038.62	27,136.78
Totals	430,319	\$7,421,244.62	\$4,697,828.82	\$103,390.92

Detailed Report for Quarter Ending September 30, 1911

Goldfield Consolidated Mines Company—Ore worked, 86,953 tons, 1,048 pounds; value of gross yield, \$2,193,943.16; cost of extracting, \$376,826.45; cost of transportation, \$22,607.21; cost of reduction or sale, \$877,155.60; value of net yield, \$917,353.90. Total tax, \$24,860.29.

Pittsburg-Silver Peak Gold Mining Company—Number of tons worked, 46,717; value of gross yield, \$242,914.86; cost of extracting, \$73,135.04; cost of transportation, \$23,293; cost of reduction or sale, \$94,034; value of net yield, \$52,452.82. Total tax, \$1,578.82.

Sandstorm-Kendall Consolidated Mining Company (Annet lease)—Ore worked, 26 tons, 1,011 pounds; value of gross yield, \$2,240.18; cost of extracting, \$1,984.24; cost of transportation, \$29.71; cost of reduction or sale, \$650.82; value of net yield, none. Total tax, none.

Sandstorm-Kendall Consolidated Mining Company—Number of tons worked, royalty; value of gross yield, \$389.91; cost of extracting, \$3,456; value of net yield, none. Total tax, none.

Goldfield Combination Fraction Mining Company—Ore worked, 47 tons, 312

pounds; value of gross yield, \$682.34; cost of extracting, \$486.85; cost of transportation, \$10; cost of reduction or sale, \$428.30; value of net yield, none. Total tax, none.

Goldfield-Belmont Mining Company—Ore worked, 130 tons, 370 pounds; value of gross yield, \$13,002.72; cost of extracting, \$4,155.18; cost of reduction or sale, \$3,692.81; value of net yield, \$5,154.73. Total tax, \$116.50.

Great Western Gold Mining Company—Ore worked, 293 tons, 500 pounds; value of gross yield, \$5,797.60; cost of extracting, \$2,903.50; cost of transportation, \$1,613; cost of reduction or sale, \$2,126.05; value of net yield, none. Total tax, none.

Goldfield-Florence Mining Company—Ore worked, 15,817 tons, 1,800 pounds; value of gross yield, \$40,063.14; cost of extracting, \$63,602.25; cost of transportation, \$496.32; cost of reduction or sale, \$36,352.29; value of net yield, none. Total tax, none.

Goldfield Consolidated Mines Company—Additional tax collected over that reported for quarter ending June 30, 1911, account error in rate of assessment, \$53.28.

Florence-Goldfield Mining Company—Additional tax over that reported for quarter ending June 30, 1911, account error in rate of assessment, \$1.54.

Pittsburg-Silver Peak Mining Company—Additional tax collected over that reported for June 30, 1911, account error in rate of assessment, \$26.34.

Diamondfield-Black Butte Mining Company—Additional tax collected over that reported for quarter ending June 30, 1911, account error in rate of assessment, 1 cent.

Esmeralda County produced in 1909, 627,870 tons of ore valued at \$11,466,677.85; in 1910, 459,801 tons, \$9,587,833.59, and during first nine months of 1911, 430,319 tons, \$8,421,244.62. The Goldfield Consolidated Mines Company, located in the Goldfield district, is probably the richest gold producer in the world today. Its wonderful group of mines has high-grade milling ore blocked out for years ahead and a large acreage of undeveloped territory that doubtless contains untold wealth. Its new \$1,250,000 gold mill is now turning out bullion from 900 tons of ore per day and the property has maintained a dividend rate of 50 cents per share per quarter for a considerable time past.

Other properties of exceptional promise in the Goldfield district are the Florence-Goldfield Mining Company, the Goldfield Combination Fraction Mining Company, the Merger Mines Company, the Atlanta Mines Company, the Jumbo Extension Mining Company and the C. O. D. Mines Company.

The Diamondfield district has but recently come to the front with a strike on the Goldfield-Belmont of vast importance. This is giving new life to the district and great activity is being evidenced.

In the Silver Peak district the Pittsburg-Silver Peak Mining Company is maintaining a large, steady and profitable production of low-grade milling ore, of which there is an immense quantity in sight.

The Gold Mountain district is particularly worthy of mention as a highly mineralized section and will doubtless be heard from in a substantial manner before a great while.

Referring once more to the Goldfield Consolidated Mines Company, previously mentioned, it may be of interest to note that the dividends mentioned imply a cash quarterly disbursement of approximately \$1,800,000, and that the aggregate dividends paid by this one company alone in round figures amounts to \$20,000,000 to date.

EUREKA COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	9,832	\$41,237.04	\$40,557.19	\$14.95
June 30	18,625	79,106.99	79,622.50	35.83
September 30 ...	17,911	94,133.62	86,276.93	172.83
Totals	46,368	\$214,477.65	\$206,456.62	\$223.61

Detailed Report for Quarter Ending September 30, 1911

Eureka Windfall Mining Company—Ore worked, 6,317 tons, 1,000 pounds; value of gross yield, \$48,846.60; cost of extracting, \$31,727.99; cost of reduction or sale, \$10,575; value of net yield, \$6,543.61. Total tax, \$143.95.

West Mining Company—Ore worked, 11,593 tons, 237 pounds; value of gross yield, \$45,287.02; cost of extracting, \$21,947.91; cost of transportation, \$22,026.03; value of net yield, \$1,313.08. Total tax, \$28.88.

Eureka County produced during the year 1909, 102,622 tons of ore of a gross value of \$815,098.96; during 1910 her output was 29,578 tons, valued at \$181,146.53, and for the first nine months of 1911, 46,368 tons, \$214,477.65. The falling off in the production as shown by these figures is due to the complete demoralization of transportation facilities occasioned by an unprecedented series of cloudbursts and floods in the year 1909. The famous Richmond Consolidated and Eureka Consolidated properties, which were for a number of years the greatest lead-silver producing properties in the world, are now owned by the United States Smelting Company, and several years ago this company expended over a million dollars in placing the mines on a producing basis. The figures for 1909 show the effects of this effort and as soon as transportation is resumed we may look for a very considerable production from not only this property, but many others as well. Active work is now in progress on the reconstruction of the railroad along broader and safer lines than before, and it is now but a matter of a short time when this territory will again be in the heavy producing class. Eureka County has unlimited mineral possibilities.

HUMBOLDT COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	6,421	\$448,018.99	\$160,067.77	\$4,760.04
June 30	4,737	309,532.16	143,732.58	7,841.03
September 30 ...	2,344	215,211.20	94,844.09	2,050.95
Totals	13,502	\$972,762.35	\$398,644.44	\$14,652.02

Detailed Report for Quarter Ending September 30, 1911

R. M. & N. Leasing Company, Barrett Springs (1910 property)—Ore worked, 61 tons, 593 pounds; value of gross yield, \$2,866.43; cost of extracting, \$2,060.56; cost of transportation, \$271; cost of reduction or sale, \$780.13; value of net yield, none. Total tax, none.

Adamson & Turner, Rexall—Number of tons worked, 2; value of gross yield, \$4,909.60; cost of extracting, transportation and reduction or sale, \$5,918.06; value of net yield, none. Total tax, none.

Zuleh & Holland, Seven Troughs (Coalition property)—Ore worked, 27 tons, 619 pounds; value of gross yield, \$1,061.71; cost of extracting, \$777.11; cost of reduction or sale, \$331.43; value of net yield, none. Total tax, none.

Federal Mines Company, Fitting—Number of tons worked, placer, not given; value of gross yield, \$150; cost of extracting, \$500. Value of net yield, none. Total tax, none.

Western Gypsite Company, Lovelock—Ore worked, 1,218 tons, 1,140 pounds; value of gross yield, \$1,828.08; cost of extracting, \$604.24; cost of transportation, \$1,296.85; value of net yield, none. Total tax, none.

Hedley & Wilson, Seven Troughs (lease on Coalition)—Ore worked, 44 tons, 600 pounds; value of gross yield, \$5,357.59; cost of extracting, \$3,517; cost of reduction or sale, \$463; value of net yield, \$1,377.59. Total tax, \$23.14.

Kent & Company, Seven Troughs—Number of tons worked, 25; value of gross yield, \$2,527.07; cost of extracting, \$1,317.25; cost of transportation, \$5; cost of reduction or sale, \$781.77; value of net yield, \$423.05. Total tax, \$7.11.

Modeen Johnson & Johnson, Barrett Springs (lease on 1910)—Ore worked, 16 tons, 520 pounds; value of gross yield, \$781.86; cost of extracting, \$300; cost of transportation, \$192; cost of reduction or sale, \$77.24; value of net yield, \$212.62. Total tax, \$3.57.

Nineteen Ten Mining Company, Barrett Springs—Ore worked, royalty; value of gross yield, \$357.17; value of net yield, \$357.17. Total tax, \$6.

Olman Lease, Seven Troughs (Coalition property)—Number of tons worked, 19; value of gross yield, \$10,758.17; cost of extracting, transportation and reduction or sale, \$2,009.74; value of net yield, \$8,748.43. Total tax, \$146.97.

C. T. Smith, Barrett Springs—Number of tons worked, 11; value of gross yield, \$314.63; cost of extracting, \$132; cost of transportation, \$90.75; cost of reduction or sale, \$88; value of net yield, \$3.38. Total tax, 7 cents.

Seven Troughs Mining Company—Number of tons worked, royalty; value of gross yield, \$2,233.59; value of net yield, \$2,233.59. Total tax, \$37.52.

Seven Troughs Coalition Mines Company—Number of tons worked, 886; value of gross yield, \$72,948.44; cost of extracting, \$19,938.57; cost of reduction or sale, \$5,511.17; value of net yield, \$47,498.70. Total tax, \$797.98.

National Mines Company—Ore worked, 33 tons, 234 pounds; value of gross yield, \$109,116.86; cost of extracting, \$42,774.80; cost of transportation, \$836.54; cost of reduction or sale, \$4,279.88; value of net yield, \$61,225.86. Total tax, \$1,028.59.

This county produced during the year 1909, 8,846 tons of ore of a value of \$350,798.96; during 1910, 4,260 tons, \$1,415,203.59, and during first nine months of 1911, 11,510 tons, \$963,660.17. I want to particularly call your attention to the almost unbelievable grade of the small quantity of ore extracted during 1910. Humboldt County, one of the largest counties in the State, has been but little prospected in comparison with other sections, but what has been done along these lines has been productive of most astounding results. In the National district is located the National Mines Company, one of the richest producers of high-grade ore in the State. Certain stopes within the workings of this property are veritable treasure chambers, and development work has been only fairly begun. There are a number of other excellent prospects in this district. In the Seven Troughs district the Seven Troughs Coalition Mines Company commands more than passing notice. This is a splendid property and a heavy producer of an exceptional grade of ore. The baby camps of Rexall, Awakening and Barrett Springs are being watched with great interest, and all give promise of permanency and worth. This department looks to Humboldt County for a wonderful future.

LANDER COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	1,218	\$35,632.40	\$67,238.77	None
June 30	470	20,880.32	24,469.15	None
September 30....	357	10,632.75	13,367.79	None
Totals	2,045	\$67,145.47	\$105,075.71	None

Detailed Report for Quarter Ending September 30, 1911

Austin-Manhattan Consolidated Mining Company—Ore worked, 357 tons, 228 pounds; value of gross yield, \$10,632.75; cost of extracting \$7,484.32; cost of transportation, \$1,777.92; cost of reduction and sale, \$4,105.55; value of net yield, none. Total tax, none.

This county showed an ore production for the year 1909 of only 36½ tons of a value of \$1,892.05; during 1910 this was increased to 11,763 tons valued at \$49,613.22; for the first nine months of 1911 she produced 2,045 tons of an aggregate value of \$67,145.47. A recent strike of great promise has been made in Lander County, 45 miles southwest of Austin, at what is known as the camp of Carroll. While no official returns for bullion tax purposes have as yet been made, current rumor that seems reliable, credits it with splendid probabilities. Lander County has been largely overlooked of recent years, but for what reason I am unable to state. It boasts a production during the early days of over \$36,000,000 in gold and silver and its mineralized territory has scarcely been touched. In the natural course of events Lander County is bound to again come to the front.

LYON COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	None	None	None	None
June 30	Not given	\$18,848.66	\$21,937.92	\$14.09
September 30....	6,626	16,330.06	19,224.19	20.90
Totals	6,626	\$35,178.72	\$41,162.11	\$34.99

Detailed Report for Quarter Ending September 30, 1911

Comstock Mining and Milling Company—Number of tons worked, 2,224; value of gross yield, \$3,840; cost of reduction or sale, \$3,424.96; value of net yield, \$415.04. Total tax, \$8.72.

William Donovan, Silver City—Number of tons worked, 2,100; value of gross yield, \$5,888.49; cost of extracting, \$2,489; cost of transportation, \$1,540; value of net yield, none. Total tax, none.

Nevada Reduction and Power Company, Dayton—Ore worked, 658 tons, 1,000 pounds; value of gross yield, \$1,633; cost of extracting, \$4,161.21; cost of reduction or sale, \$844.27; value of net yield, none. Total tax, none.

J. Warne Phillips, Silver City—Number of tons worked, 1,625; value of gross yield, \$4,668.57; cost of reduction or sale, \$4,088.25; value of net yield, \$580.32. Total tax, \$12.18.

Thomas Mayne, Silver City—Number of tons worked, 19; value of gross yield, \$300; cost of extracting, \$600; cost of transportation, \$9.50; cost of reduction or sale, \$60; value of net yield, none. Total tax, none.

This county produced during 1909, 21,578 tons of ore of an aggregate

value of \$78,186.79; during 1910, 18,469 tons valued at \$79,672.66, and during first nine months of 1911, 6,622 tons, of a value of \$35,178.72. The Lyon County product shown is largely silver values, and I am a firm believer that large deposits of this metal still lie undiscovered within her boundaries and only requires intelligent and persistent effort on the part of the prospector to locate. There are immense deposits of copper around Yerington and Mason, some of the best known of which have been recently syndicated and the promoters have built a standard-gage railroad into the district and a large smelter near Wabuska. A large output of copper is very shortly anticipated.

LINCOLN COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31.....	None	None	None	None
June 30.....	7,326	\$46,775.69	\$46,970.87	None
September 30.....	None	None	None	None
Total	7,326	\$46,775.69	\$46,970.87	None

During the year 1909 Lincoln County produced 113,938 tons of ore valued at \$511,331.23; in 1910 only 760 tons, \$10,640, and during first nine months of 1911, 7,326 tons, \$46,775.69. The same evil influence of cloudbursts and floods, that proved so temporarily disastrous to Eureka County, figured largely in the decrease of Lincoln County's output; but in addition there must be added internal dissensions in the ranks of some of the larger operators, which always works to the detriment of any enterprise. The flood damage in Lincoln County has been repaired.

MINERAL COUNTY

This county is the creation of the last Legislature, having formerly been the northern portion of Esmeralda County. Under its new title it has not as yet appeared in the producing list. It is understood that recently the Tonopah Mining Company interests acquired by purchase considerable holdings in Aurora and Lucky Boy and will begin their active development in the near future.

NYE COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	247,464	\$2,527,788.18	\$2,172,470.15	\$18,152.50
June 30	115,867	2,324,610.94	1,821,362.84	17,570.08
Sept. 30	122,204	2,193,650.41	1,803,910.52	15,613.79
Totals	485,535	\$7,046,049.53	\$5,797,743.51	\$51,336.37

Detailed Report for Quarter Ending September 30, 1911

Tonopah-Belmont Development Company—Ore worked, 29,656 tons, 1,650 pounds; value of gross yield, \$829,522.06; cost of extracting, \$178,487.08; cost of transportation, \$60,181.64; cost of reduction or sale, \$328,458.10; value of net yield, \$262,395.24. Total tax, \$9,315.03.

Tonopah Mining Company—Ore worked, 42,971 tons, 1,200 pounds; value of

gross yield, \$822,640.24; cost of extracting, \$175,571.19; cost of transportation, \$31,519.37; cost of reduction or sale, \$537,959.08; value of net yield, \$77,590.60. Total tax, \$2,754.47.

Montana-Tonopah Mining Company—Ore worked, 12,955 tons, 18 pounds; value of gross yield, \$174,749.46; cost of extracting, \$128,863.57; cost of transportation, \$3,314.71; cost of reduction or sale, \$3,761.72; value of net yield, \$38,809.46. Total tax, \$1,377.73.

Tonopah Extension Mining Company—Ore worked, 13,106 tons, 37 pounds; value of gross yield, \$156,782.58; cost of extracting, \$124,545.83; cost of transportation, \$963.60; cost of reduction or sale, \$2,251.61; value of net yield, \$29,021.54. Total tax, \$1,030.26.

Tonopah Midway Mining Company—Ore worked, 678 tons, 877 pounds; value of gross yield, \$18,575.27; cost of extracting, \$16,414.77; cost of transportation, \$3,717.08; cost of reduction or sale, \$2,171; value of net yield, none. Total tax, none.

West End Consolidated Mining Company—Number of tons worked, 853; value of gross yield, \$23,420.08; cost of extracting, \$19,031.73; cost of reduction or sale, \$6,693.55; value of net yield, none. Total tax, none.

Jim Butler-Tonopah Mining Company—Ore worked, 13 tons, 1,846 pounds; value of gross yield, \$1,067.25; cost of extracting, \$5,979.10; cost of transportation, \$120.24; cost of reduction or sale, \$143.97; value of net yield, none. Total tax, none.

Litigation Hill Mining Company, Bath Lease, Manhattan—Number of tons worked, royalty; value of gross yield, \$487.52; value of net yield, \$487.52. Total tax, \$15.60.

Manhattan Rainbow Mining Company, Neubaumer Lease—Number of tons worked, royalty; value of gross yield, \$338.36; value of net yield, \$338.36. Total tax, \$10.82.

Liberty and Justice Gold Mining Company, Vucanovich Lease—Ore worked, 245 tons, 95 pounds; value of gross yield, \$7,753.51; cost of extracting, \$4,664.06; cost of transportation, \$344.60; cost of reduction or sale, \$1,910.13; value of net yield, \$834.72; royalty, \$824.81. Total tax, \$53.10.

Dexter White Caps Mining Company, White Caps Lease—Ore worked, 389 tons, 4 pounds; value of gross yield, \$16,516.46; cost of extracting, \$6,768.64; cost of transportation, \$591.01; cost of reduction or sale, \$4,207.92; value of net yield, \$3,297.42; royalty, \$2,147.47. Total tax, \$174.22.

Manhattan Union Extension Mining Company (lease)—Number of tons worked, 78; value of gross yield, \$11,022.67; cost of extracting, \$4,706.49; cost of transportation, \$99.92; cost of reduction or sale, \$856.96; value of net yield, \$3,200.39; royalty, \$2,158.91. Total tax, \$193.19.

Manhattan Big Four Mining Company—Number of tons worked, royalty; value of gross yield, \$1,722.59; value of net yield, \$1,722.59. Total tax, \$55.12.

Manhattan Big Four Mining Company—Number of tons worked, royalty; value of gross yield, \$2,109.57; value of net yield, \$2,109.57. Total tax, \$387.50.

Big Four Leasing Company—Ore worked, 396 tons, 1,980 pounds; value of gross yield, \$10,265.69; cost of extracting, \$19,559.11; cost of transportation, \$485.25; cost of reduction or sale, \$2,173.08; value of net yield, none. Total tax, none.

Manhattan-Dexter Mining Company—Ore worked, 388 tons, 1,200 pounds; value of gross yield, \$8,605.35; cost of extracting, \$9,743.19; cost of transportation, \$455.16; cost of reduction or sale, \$2,914.38; value of net yield, none. Total tax, none.

Round Mountain Mining Company—Number of tons worked, 14,807; value of gross yield, \$91,165.16; cost of extracting, \$30,201.45; cost of reduction or sale, \$51,824.60; value of net yield, \$9,139.21. Total tax, \$246.75.

Johnnie Mining and Milling Company—Ore worked, 5,664 tons, 1,120 pounds; value of gross yield, \$16,916.59; cost of extracting, \$22,405.90; cost of reduction or sale, \$9,849.83; value of net yield, none. Total tax, none.

This county produced during 1909, 374,827 tons of ore of an aggregate value of \$5,740,581.15; during 1910, 501,435 tons, \$9,051,441.27, and during first nine months of 1911, 485,605 tons, \$7,046,602.85.

Nye County boasts the greatest number of producers of any county in the State. The Tonopah Mining Company has so far been her heaviest producer. The Tonopah-Belmont Development Company, owing to the recent encountering of new ledges of immense magnitude of milling ore, bids fair to make the Tonopah Mining Company look well to her laurels. Other properties in the Tonopah district worthy of especial mention are the Montana Tonopah, Tonopah Midway, Tonopah Extension, McNamara and the West End Consolidated. All of these properties are heavy producers. While the average grade of ore in this district may not be so high as in some of the others, it is contended by some that the quantity more than offsets the difference in quality.

The Manhattan district is also showing a large number of first-class producers and the maintenance of the present activity there is bound to bring favorable results.

The Round Mountain district is holding its enviable position as a producer of merit, largely through the efforts of the Round Mountain Mining Company, which is turning out a large tonnage of very high-grade gold ore.

The southern part of the county, where is located the Bullfrog and Rhyolite district, the Pioneer district and the Johnnie district, offers a large field for exploration. The surface has hardly been scratched and yet has yielded great wealth.

The Mayflower in the Pioneer district and the Johnnie Mining and Milling Company in the Johnnie district should be particularly mentioned as flattering prospects.

STOREY COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

Quarter ending	Tons	Total value	Expenses	Taxes
March 31.....	21,230	\$175,695.96	\$244,445.02	None
June 30.....	22,285	126,194.55	173,232.57	None
September 30....	37,440	567,594.13	423,249.04	\$6,390.93
Totals.....	80,955	\$869,484.64	\$840,926.63	\$6,390.93

Detailed Report for Quarter Ending September 30, 1911

Yellow Jacket Gold and Silver Mining Company—Number of tons worked, 10,930; value of gross yield, \$14,413.29; cost of extracting, \$10,828.98; cost of transportation, \$3,339.66; value of net yield, \$244.65. Total tax, \$9.54.

Belcher Silver Mining Company—Ore worked, 313 tons, 7 pounds; value of gross yield, \$879.87; cost of extracting, \$6,650.93; cost of transportation, \$443.06; value of net yield, none. Total tax, none.

Crown Point Gold and Silver Mining Company—Ore worked, 2,115 tons, 833 pounds; value of gross yield, \$26,655.53; cost of extracting, \$16,153.78; cost of transportation, \$1,543.18; value of net yield, \$8,968.57. Total tax, \$349.77.

Comstock-Phoenix Mining Company—Ore worked, 248 tons, 755 pounds; value of gross yield, \$17,695.93; cost of extracting, \$8,411.25; cost of transportation, \$2,310.09; cost of reduction or sale, \$2,735.33; value of net yield, \$4,239.26. Total tax, \$118.69.

Chollar Leasing Company—Ore worked, 14,234 tons, 1 pound; value of gross yield, \$81,751.17; cost of extracting, \$44,163.48; cost of transportation, \$4,297.23; cost of reduction or sale, \$35,545.72; value of net yield, none. Total tax, none.

Mexican Gold and Silver Mining Company—Ore worked, 1,099 tons, 210 pounds; value of gross yield, \$87,547.29; cost of extracting, \$56,499.18; cost of transportation, \$7,144.86; cost of reduction or sale, \$12,640.09; value of net yield, \$11,263.16. Total tax, \$478.68.

40 REPORT OF STATE LICENSE AND BULLION TAX AGENT

Ophir Silver Mining Company—Ore worked, 3,721 tons, 316 pounds; value of gross yield, \$134,547; cost of extracting, \$59,269.45; cost of transportation, \$2,734.87; cost of reduction or sale, \$11,707.98; value of net yield, \$60,834.93. Total tax, \$2,577.48.

Ophir Silver Mining Company (delayed report)—Ore worked, 3,602 tons, 176 pounds; value of gross yield, \$99,744.03; cost of extracting, \$45,147.03; cost of transportation, \$2,175.68; cost of reduction or sale, \$11,186.47; value of net yield, \$41,234.85. Total tax, \$1,752.48.

Mexican Gold and Silver Mining Company (delayed report)—Ore worked, 1,126 tons, 760 pounds; value of gross yield, \$94,002.74; cost of extracting, \$48,377.10; cost of transportation, \$7,323.94; cost of reduction or sale, \$12,957.74; value of net yield, \$25,343.96. Total tax, \$1,077.11.

Comstock-Phoenix Mining Company (delayed report)—Ore worked, 50 tons, 15 pounds; value of gross yield, \$10,347.28; cost of extracting, \$7,516.64; cost of transportation, \$713.03; cost of reduction or sale, \$1,432.49; value of net yield, \$685.12. Total tax, \$19.18.

This county for 1909 shows an ore tonnage of 83,048, valued at \$643,511.78; during 1910, 115,890 tons, \$548,866.16, and during the first nine months of 1911, 80,955 tons, \$869,484.64. While the exciting times of the old Comstock days will probably never be revived, when that fabulously rich lode was pouring its king's ransom into the lap of an otherwise impoverished nation, yet every indication points to its taking a new lease on life and giving up additional treasure with a bountiful hand. Recent important discoveries made in new territory have added an impetus to prospecting operations which your agent firmly believes will result in the predicted future revivification of the district. A very considerable tonnage of commercially valuable ore is being extracted by the Consolidated Virginia, the Ophir, Mexican, Comstock-Phoenix, Belcher, Chollar, Yellow Jacket and the Union Consolidated. The Mexican, the Ophir and the Phoenix have but recently reentered the dividend-paying class and are apparently in line for a steady and substantial production. A new hundred-ton mill is now being erected by the Mexican interests and will soon be in active operation. The Comstock district is now furnishing employment to approximately 1,000 miners, which far exceeds the number employed there at any one time in many years.

WASHOE COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

Quarter ending	Tons	Total value	Expenses	Taxes
March 31	441	\$5,964.35	\$5,790.63	\$6.15
June 30	182	14,104.88	4,680.00	120.61
September 30	31	3,813.94	5,871.98	None
Totals	654	\$23,883.17	\$16,142.61	\$126.76

Detailed Report for Quarter Ending September 30, 1911

Tohoqua Mining Company, Leadville—Ore worked, 17 tons, 42 pounds; concentrates, 13 tons, 1,332 pounds; value of gross yield, \$2,099.54; concentrates, \$1,714.40; ore, cost of extracting, \$4,916.66; cost of transportation, \$616.96; cost of reduction or sale, \$138.36; value of net yield, none. Total tax, none.

This county produced during 1900, 1,200 tons of ore of a value of \$5,000; during 1910, 543 tons, \$8,510.62, and during first nine months of 1911, 654 tons, \$23,883.17. So far Washoe County has been a very slight producer of metals of value. There are known to be large mineralized zones within her borders, but very little prospecting has ever

been done. The Nevada United Mines Company, located some five miles in a northeasterly direction from Reno, has recently encountered pay ore and is pushing development work energetically. Washoe County offers splendid opportunities.

WHITE PINE COUNTY

Following is a statement of bullion tax collections for first three quarters of 1911, together with a recapitulation of condensed statements of mines and mining properties during same period by quarters:

<i>Quarter ending</i>	<i>Tons</i>	<i>Total value</i>	<i>Expenses</i>	<i>Taxes</i>
March 31	655,178	\$2,306,894.41	\$1,826,859.13	\$9,561.29
June 30	775,473	2,019,635.08	1,569,369.35	4,812.29
September 30 ..	729,157	2,112,986.16	1,924,709.13	6,295.29
Total	2,159,808	\$6,439,515.65	\$5,320,937.61	\$20,668.87

Detailed Report for Quarter Ending September 30, 1911

Amalgamated Nevada Mines Company, Blackhorse—Number of tons worked, 800; value of gross yield, \$2,800; cost of extracting, \$1,450; cost of transportation, \$800; cost of reduction or sale, \$2,700; value of net yield, none. Total tax, none.

Nevada Consolidated Copper Company, McGill—Number of tons worked, 728.193; value of gross yield \$2,104,409.34; cost of extracting, \$416,236.73; cost of transportation, \$191,670.17; cost of reduction or sale, \$1,180,156.34; value of net yield, \$316,346.06. Total tax, \$6,295.25.

Ed Wilson and Ole Johnson, Red Hills—Ore worked, 163 tons, 1,862 pounds; value of gross yield, \$5,776.82; cost of extracting, \$3,740; cost of transportation, \$3,280; value of net yield, none. Total tax, none.

White Pine County produced during 1909, 1,678,895 tons of ore (principally copper), of a value of \$7,114,354.19; during 1910, 2,407,462 tons, \$8,582,409.81, and during first nine months of 1911, 2,159,808 tons, \$6,439,515.65. This county which during the late 60's and early 70's was the second largest silver-producing county in the State, and which for over twenty years lay dormant as a mining section, is today one of the largest producers of copper in the world. The Nevada Consolidated Copper Company, with its immense steam-shovel mines and its ten-thousand-ton smelter, located in the Robinson district near the town of Ely, produces 99.3 per cent of the State's entire output of copper. It is credited with handling ore containing only eight-tenths of 1 per cent copper, being the lowest grade ever worked at a profit. The Giroux mines, the property of the Cole-Ryan interests, adjoin the Nevada Consolidated, and the owners have spent several million dollars in development work with very satisfactory results. A large extraction of copper ore is very shortly anticipated from these mines. There are many other valuable properties in the Robinson district, but owing to the extremely low price of copper during the past year, only a few of them did any considerable amount of development work.

IN CONCLUSION

The counties of Ormsby and Douglas neither appear in the list of producers, but this must not be accepted as meaning that they are dead issues in a mineral sense. On the contrary, both are known to possess large mineralized areas, and there is quite an amount of quiet unostentatious development work being done at different points. This will undoubtedly show good results later on.

The State's tonnage during the first six months of 1909 was 1,371,027, and during same period for 1910, 1,930,977; an increase for 1910 over

1909 of 559,950 tons, or 41 per cent. During first six months of 1911 her tonnage was 2,169,449, an increase for 1911 over 1910 of 238,472 tons or 12½ per cent, and for 1911 over 1909 of 798,422 tons or 58½ per cent. Tonnage produced during second six months of 1909 was 1,535,796, and during same period for 1910, 1,824,051, an increase for 1910 over 1909 of 288,255 tons or 18½ per cent. The gross value of ore production for first six months of 1909 was \$13,234,692.77, and for same period of 1910, \$15,026,432.35, an increase for 1910 over 1909 of \$1,791,739.58 or 13½ per cent. For first six months of 1911 gross value of production shows \$16,460,402.48, and increase for 1911 over 1910 of \$1,433,970.13 or 9½ per cent, and for 1911 over 1909 of \$3,225,709.71 or 24½ per cent. Gross value of ore production second six months of 1909 was \$11,734,838.40, and for same period of 1910, \$16,576,750.19, an increase for 1910 over 1909 of \$4,841,911.79 or 41 per cent.

Statistics of tonnage and value by quarters January 1, 1909, to September 30, 1911, show as follows:

Quarters	For year 1909		For year 1910		For year 1911	
	Tons	Value	Tons	Value	Tons	Value
First quarter	649,222	\$6,343,635.19	930,282	\$6,953,851.14	1,077,339	\$8,455,673.20
Second quarter	721,805	6,891,067.58	1,000,695	8,072,581.21	1,092,110	8,004,729.28
Third quarter	786,888	4,920,837.03	912,802	8,131,375.47	1,070,637	7,789,941.06
Fourth quarter	748,908	6,814,001.37	911,249	8,445,374.72		
Totals	2,906,823	\$24,969,531.17	3,755,028	\$31,603,182.54	3,240,086	\$24,250,343.54

While it will be noted that for the second and third quarters of 1911 a slight falling off in the value of the product is shown, it will also be noted that the tonnage is very materially in excess of what it was for same periods during preceding years. To my mind this indicates an exceedingly healthy condition of the industry, for the reason that it shows advanced methods are being employed, enabling operators to work lower grades of ores, which were passed up during earlier stages of development, at an attractive profit. This means prolonged life for the mines and consequent increased profit for stockholders.

Respectfully submitted,

L. F. ADAMSON,
State License and Bullion Tax Agent.

STATEMENT

Showing Financial Condition of Appropriation Made for Support of the
Office of State License and Bullion Tax Agent, as of January 1, 1912

Amount appropriated for salary and expenses for 1911..... \$4,000.00

Expended

Salary, 1911, State License and Bullion Tax Agent.....\$2,500.00

Expenses, per vouchers on file with State Controller..... 1,061.46

3,561.46

Credit balance \$438.54

Credit balance as shown is fictitious in the sum of \$180, in that your agent contracted a debt of that amount with the Southern Pacific Railway Company, for scrip books, during the month of October, 1911. Under date of December 9, 1911, as statement of this debt had not been received, he wrote to General Passenger Agent Fee of San Francisco, requesting that bill be forwarded in order that the amount might be included in current year's expenses. Apparently no attention was paid to this request, as the bill was not received until the latter part of January; hence, its omission. The legitimate credit balance should be \$258.54.

○



STATE OF NEVADA

ANNUAL REPORT

OF THE

**State License and Bullion
Tax Agent**

1912

L. F. ADAMSON
State License and Bullion Tax Agent



CARSON CITY, NEVADA

STATE PRINTING OFFICE . . . JOE FARNSWORTH, SUPERINTENDENT
1913



REPORT OF STATE LICENSE AND BULLION TAX AGENT

CARSON CITY, NEVADA, February 8, 1913.

HON. TASKER L. ODDIE, *Governor of Nevada, Carson City, Nevada.*

DEAR SIR: It affords me great pleasure to submit the following report from this department covering license collections made by the various Sheriffs, acting as ex officio license collectors, throughout the State, for the year ending December 31, 1912; also bullion tax collections, together with condensed statement of output of mines and mining properties according to the records of the several County Assessors.

The additional experience acquired by your agent during the year 1912 has caused him to change his mind with reference to the advisability of submitting recommendations. A subcommittee of the Citizens' Economy and Taxation Committee, appointed by yourself, Senator Newlands and others, requested certain information of this department, and as my letter to them in reply covers the field of existing conditions and possible remedies in considerable detail, I am quoting same in full immediately following this letter of transmittal.

There is unquestionably much latitude for improvement in our present license and bullion tax laws, as well as in the manner of their administration.

Very respectfully, L. F. ADAMSON,
State License and Bullion Tax Agent.

LETTER TO CITIZENS' ECONOMY AND TAXATION COMMITTEE

CARSON CITY, NEVADA, December 13, 1912.

MESSRS. GEORGE GILLSON and A. C. FROHLICH, *Subcommittee on Licenses and Bullion Taxes, Carson City, Nevada.*

GENTLEMEN: In compliance with your request that I outline the license and bullion tax laws now existent in the State of Nevada, and point out such portions thereof as seems to me to be defective or incomplete, with suggestions of possible remedies or improvements, I beg to submit the following:

LICENSES

A county license is now required by law of each person, company or corporation doing business in this State, as follows:

Sec. 3727—Billiard Tables, each, per quarter.....	\$5.00
Sec. 3727—Bowling Alleys, each, per quarter.....	\$10.00
Sec. 3727—Theater..... per day \$5.00, per month \$20.00, per quarter \$40.00, per year \$75.00	\$15.00
Sec. 3727—Exhibition of serenaders, opera or concert singers, same as theatrical performances.	
Sec. 3727—Circus, caravan or menagerie, or collection of animals, each exhibition.....	\$20.00
Sec. 3727—Show of figures, or exhibition of wire dancers or sleight-of-hand performances, or other exhibitions or performances, for hire, per day.....	\$10.00
Sec. 3727—Pawnbroker, per quarter.....	\$100.00
Sec. 3727—Intelligence Office, per quarter.....	\$15.00
Secs. 3728 to 3730—Bankers, graduated by amount of business, per month.....	\$12.00 to \$200.00
Secs. 3728 to 3730—Common Carriers, per quarter.....	\$37.50
Sec. 3729—Brokers, graduated by amount of business, per quarter.....	\$20.00 to \$100.00
Sec. 3729—Savings Banks, graduated by amount of business, per quarter.....	\$20.00 to \$100.00

Secs. 3731 and 3732—Merchants, graduated by amount of business, per month.....	\$2.50 to \$50.00
Sec. 3733—Rural Liquor, one mile or more outside city or town, per quarter.....	\$15.00
Sec. 3733—Retail Liquor, per month.....	\$10.00
Sec. 3734—Hotels, Boarding-Houses, Eating-Stands and Lodging-Houses, graduated by amount of business, per quarter.....	\$7.50 to \$45.00
Sec. 3735—Peddlers carrying pack, and Auctioneers, per month.....	\$10.00
Sec. 3735—Peddlers using wagon or one or more animals, per month.....	\$25.00
(Fruit and agricultural products of Nevada and Utah excluded.)	
Sec. 3736—Hurdy-Gurdy, Dance House or Concert Saloon, per quarter.....	\$500.00
(Three-fourths to County General and one-fourth to State General.)	
Secs. 3890 to 3897—Itinerant or unsettled merchant, trader or auctioneer, per month.....	\$300.00
(Drummers exempt; local farm and range products exempt; old soldiers and sailors exempt.)	
Secs. 3872 to 3876—Cigarettes and papers, sale of, per quarter.....	\$15.00
Secs. 3877 to 3878—Automobiles for hire, each person, firm or corporation (not each machine), per month.....	\$2.50
Secs. 3881 to 3889—Glove contests, per exhibition.....	\$1,000.00
(One-tenth to County General and nine-tenths to State General.)	
Sec. 1279—Insurance Broker, per quarter.....	\$15.00

Revenue derived from foregoing sources all goes to county general fund, with exceptions noted, i. e., hurdy-gurdy, three-fourths to county general and one-fourth to state general; and glove contests (against which no license has been collected during my term of office), one-tenth to county general and nine-tenths to state general.

Flat licenses, or those not graduated by amount of business, are handled very well indeed and I do not believe there is any appreciable loss through noncollection.

Graded licenses, consisting of those issued to hotels, boarding-houses, eating-stands and lodging-houses, bankers, brokers, savings banks and merchants (particularly the latter) are open to extensive variance, and personally I am perfectly well satisfied that many thousands of dollars are being yearly lost to the several counties through a statutory defect. Section 3737 of the Revised Laws of Nevada (1912,) reads as follows:

Each sheriff, as collector of licenses, shall make diligent inquiry and examination as to all persons in his county liable to pay for licenses, as provided in this act, and he is hereby empowered, and it shall be his duty, to require each person to make a statement, under oath or affirmation, of the amount of business which he or the firm of which he is a member, or for which he is agent or attorney, or the association or corporation of which he is president, secretary or managing agent, have done during the last preceding month or quarter, as the case may be, in order to carry out the provisions of this act. Thereupon, such person, agent, attorney, secretary, president or managing agent shall procure a license from said sheriff, of the class of which such party is liable to pay for, and in all cases where an under estimate is made by the party applying, the party making such under estimate shall be required to pay a double license for the next month, or quarter, as the case may be. License shall be procured immediately before the commencement of any business or occupation subjected to license tax, under the provisions of this act. Such license shall authorize the party obtaining the same, within his town, city or particular locality in the county to transact business as specified in such license; *provided*, that nothing in this act, nor in any license issued under it, shall be construed as authorizing any person to carry on any business within the limits of any incorporated city or town, authorized by its charter to impose city or town license, unless such person shall, in addition to the license required by this act, procure the licenses required by the ordinances, resolutions or orders of such city or town; *and provided further*, that any person or persons, who shall commence or continue to carry on or transact any business, trade, profession or calling, for the transaction of or carrying on of which in addition to the license required by this act, without procuring such license, shall be guilty of a misdemeanor, and on conviction thereof, shall be fined in any sum not less than \$10 nor more than \$100; *and provided further*, that if any person or persons, required by the provisions of this act to take out a license, shall fail, neglect or refuse to take out such license in the manner provided in this act, or shall carry on, or attempt to carry on business without such license, the

collector of licenses may direct suit, in the name of the State of Nevada, as plaintiff, to be brought against him or them for recovery of the license money; and in such case, either the sheriff or district attorney may make the necessary affidavit, and a writ of attachment may issue, without undertaking being given on behalf of the plaintiff; and in case of a recovery by the plaintiff, \$15 liquidated damages shall be included in the judgment and costs, and be collected from the defendant, and \$5 thereof shall be paid to the collector of licenses and \$10 to the district or prosecuting attorney prosecuting the suit. Upon the trial of any criminal action, provided for by this section, the defendant shall be deemed not to have procured the proper license, unless he either produces it or proves that he did procure it; but he may plea in bar of the criminal action, a recovery and payment in a civil action against him, of proper license money, damages and costs.

It will be noted that every contingency is covered with the exception of authority to go behind sworn statements of licensees. Nor is this authority vested in the State License and Bullion Tax Agent, although section 4241 of the Revised Laws of Nevada (1912) reads as follows:

It shall be the duty of said state license and bullion tax agent to inquire into and report in writing every three months, or as often as the conditions in any county show the necessity of a report, to the sheriff, district attorney, and board of county commissioners of each county in this state the names of each person or persons, company, corporation, or association carrying on, conducting or managing any business in their respective counties, subject to the payment of state and county license as required by the laws of this state, and to see that the same are collected and paid into the state and counties as the law directs.

It would appear that a person operating a business under any one of the foregoing classified heads could make returns showing but a very small fraction of actual business done; the Sheriff would have to make license collection accordingly, and this department would be forced to accept it for want of authority to prove error or fraud. I do not anticipate that it is your desire I should cite specific cases in support of which I can only offer a personal conviction, be it ever so strong. But I will say this: Many business concerns that are reputed to be among the largest in the State are paying considerable less actual license than others in different sections where common-sense would tend toward the belief that a much less volume of business was being transacted. A perusal of my annual report for the year 1911, a copy of which is herewith enclosed, will bear this statement out.

Suggested Remedies: First—Should the state revenue system be placed under a tax commission, give such tax commission all necessary powers and authority to investigate, hear and require evidence, and determine the amounts due the state and county treasuries on all licenses, and to invoke the aid of the courts to enforce the payment of the same. Create a heavy penalty for making false statement; have law printed in pamphlet form and distributed to all interested parties throughout the State.

Second—If it be deemed advisable to leave license matters under the jurisdiction of this department, then give the State License and Bullion Tax Agent full authority to go behind sworn statements; make heavy penalty for false statements, and have law printed in pamphlet form and distributed to all interested parties.

For the year 1911 the total license collections coming under this department were \$222,954.12, of which state liquor licenses amounted to \$53,612.50, grazing licenses \$12,108.50, and other county licenses \$157,233.12. Of this latter amount, license revenue derived from hotels, restaurants and lodging-houses amounted to \$11,745, and from merchandising sources \$33,788.22. I am firm in the conviction that the adoption of either one of the suggested remedies would result in such an increase in county licenses as would warrant a reasonable proportion thereof being diverted to the state general fund.

Referring to license required on automobiles for hire: According to sections 3877 and 3878 of the Revised Laws of Nevada (1912), this does not apply to each machine, but to each person, company or corporation operating, and one license covers any number of machines. It has been called to my attention that in at least one instance in the State of Nevada there are a number of automobile stages the several owners of which have banded themselves together into what they call a company. This company has taken out one license, and the machines of the

several individual members are operated under this one license. This may be a small matter, but it is so palpably at variance with the intention of the law that I deem it worthy of your attention.

Suggested Remedy: Automobile licenses should be graduated according to the number of machines for hire.

In this connection there is one other matter I desire to call your particular attention to, and that is that the present year's collections on account of liquor licenses, both state and county, will undoubtedly show a decrease. Other licenses may show a decrease, but if so in no considerable amount. The reason for the falling off in liquor license revenues, to my mind, is that the liquor business has just begun to feel the full effect of the antigambling law. With the elimination of gaming the moral tone of the entire State has undergone a decided change, and I do not anticipate any material revival in liquor license revenues. To me it seems unfortunate that we must look upon this business from a mercenary viewpoint, but such is the case. I may be going outside the scope of your desires in dealing with this subject, but I cannot refrain from strongly recommending a hundred per cent increase in the price of state liquor licenses.

For the purpose of this argument, let us say that state liquor license revenue for the year 1912 has decreased 15 per cent. That will mean a collection of \$45,570.63 for 1912 as against \$53,612.50 for 1911. Let us say that 100 per cent license increase will induce 10 per cent of those engaged in the liquor business to retire (and I believe I am placing the percentage much too high). That will leave a sum of \$41,013.57 to be doubled by the 100 per cent increase, or \$82,027.14, an increase for 1913 (presuming that it were to go into effect for that year) over 1912 of \$36,456.51, or an increase for 1913 over 1911 of \$28,414.64. The present state liquor license is as follows:

Retail, per annum.....	\$50.00
Wholesale, per annum.....	100.00
Druggists, per annum.....	12.00

The method of handling state liquor license collections may also prove a source of loss. In fact, since I have been in office, there has been one case where the State has suffered considerable loss through this existing method. I refer to the case of the Sheriff of White Pine County, who absconded in the early spring of 1911, and failed to account for \$3,428.65 of state liquor license moneys. Of course, it is possible this may be recovered from his bondsmen. But, even so, the expense of legal proceedings to bring about this result will wipe out a very large percentage, if not all, of amount recovered. Besides this, the State is kept out of the use of the money for an indefinite period. The law in this regard is as follows:

SEC. 3781. The state controller shall, immediately after the passage of this act, or as soon thereafter as the blank licenses can be secured, forward a sufficient number of same to each of the sheriffs of the respective counties of this state, and said sheriffs shall at once proceed under the provisions of this act to issue said licenses and to collect therefor.

SEC. 3782. The sheriffs of the respective counties of this state are hereby required to make quarterly settlements to and settlements with the state controller in the matter of the licenses herein authorized and required to be issued and collected, and to pay into the state treasurer quarterly all moneys by them severally collected for such licenses, taking his receipt therefor.

Suggested Remedy: Let the State Controller furnish blank licenses to the various County Auditors, taking receipts therefor; County Auditors to issue licenses on request of Sheriff and follow exactly the same procedure as in the case of county licenses. Require Sheriffs to make *monthly* settlement with County Treasurers on certified statement of licenses issued by the County Auditor; signed copies of each certificate being immediately sent to the State Controller and State Treasurer. Have County Treasurers make quarterly settlements with State Treasurer on basis of these certificates. Let State Treasurer advise State Controller when and in what amount each quarterly settlement is made. Have County Auditor return unused and canceled licenses to State Controller at close of year.

If this system is followed out, the possibility of fraud or extensive embezzlement will be largely done away with.

Sheep-Grazing Licenses: The total revenue derived from sheep-grazing licenses during the year 1911 was \$12,108.50. The handling of these licenses to me seems

to be rather slipshod. Section 3771 of the Revised Laws of Nevada (1912) reads as follows:

The county auditors of the several counties of this state shall prepare, have printed and delivered to the sheriff as license collector of the several counties suitable blank licenses for the proper enforcement of this provision of this act with blank receipts for the same when sold.

There is absolutely no provision making the Sheriff responsible to anyone for blank licenses after they have been delivered to him by the County Auditor. It is true there are many peculiar difficulties in the way of an officer attempting to collect sheep-grazing licenses, and it is very essential that he have a reasonable number of them in his possession at all times. I would recommend that the Auditor have sheep-grazing licenses printed in books of ten each; that not over one book and a fraction be issued to a Sheriff at one time; that the Auditor check the Sheriff's blank and canceled licenses and his returns to the County Treasurer monthly. The Sheriff is now required by section 3770 of the Revised Laws of Nevada (1912) to obtain from each person to whom a sheep-grazing license is issued an oath or affirmation of the number of sheep then or about to be owned by him or then or about to be in his possession, etc. I would suggest that this law be amended so that such oath or affirmation shall be in writing over the signature of such person or his authorized agent, and that such oath or affirmation be immediately filed by the Sheriff with the County Auditor as evidence of the correctness of his license issues as shown by the stubs.

A uniform style of license blanks should be adopted by all counties, and this should be made compulsory by statute. My idea would be six separate and distinct series:

1. State Liquor Licenses.
2. County Liquor Licenses.
3. Merchandising.
4. Hotels, Restaurants and Lodging-Houses.
5. Miscellaneous.
6. Sheep Grazing.

They should be gotten up after the general form of a postoffice money order, so that when a license is issued and torn from the book, the license proper, and the stub, will show by the manner in which it is torn, just what amount the license is issued for. This system would do away with the possibility of error that now exists in the filling out of stubs, as well as the possibility of fraud, which is ever present. Its benefits seem to me too obvious to require extensive comment.

The following licenses do not come under the jurisdiction of this department, and I merely enumerate them in order that you may have a complete list of industries subject to a license in this State:

UNDER STATE CONTROLLER

Sec. 1279—Fire Insurance Companies, per annum	\$100.00
Sec. 1279—Life Insurance Companies, Cooperative Insurance Associations, or Mutual Benefit Society, per annum	\$100.00
Sec. 1279—Casualty and Surety Companies, per annum	\$20.00
Sec. 1279—Life and Accident Insurance Companies, per annum	\$100.00
(Charitable Secret Societies exempt.)	

UNDER COUNTY COMMISSIONERS

Secs. 3898 to 3904—Stationary Engineers, perpetual unless revoked for cause (County General) ...	\$5.00
--	--------

UNDER COUNTY CLERKS

Secs. 2101 to 2105—Fish and Game, to citizens of United States residents of State, per annum	\$1.00
Secs. 2101 to 2105—Fish and Game, to citizens of United States, not residents of State, per annum	\$10.00
Secs. 2101 to 2105—Fish and Game, to persons not citizens of United States, per annum	\$25.00
Sec. 2079—Private Fish Hatchery, per annum	\$10.00
(To County Game and Fish Preservation Fund.)	

In General: A radical move, but one in the right direction, would be the giving of the widest kind of publicity to license collections. The annual, semiannual or quarterly publication of a pamphlet covering the State by counties, possibly after the style of the present county assessment rolls, I believe would be a highly profitable innovation.

BULLION TAX

The total amount of bullion tax collected for the State as a whole for the year 1911 was \$259,625. Owing to the dovetailing of settlements, I am unable to give you the exact proportion of this amount that came into the State Treasury. The amount that actually came into the State Treasury during the year 1911, from bullion tax sources, was \$53,235.17. A portion of this was for the last quarter of 1910, which could not be collected until the early part of 1911. But as an amount closely approximating this holdover was of necessity carried from 1911 to 1912, we are not missing actual facts very far when we use these figures as the State's proportion of the 1911 bullion tax.

In an attempted explanation of our present bullion tax law and its workings, I cannot do better than to enclose herewith a pamphlet issued by this department as of May 15, 1911, and entitled "Instructions Relating to Taxes on the Proceeds of Mines."

This department has found the utmost difficulty in enforcing its interpretation of what constitutes "The actual cost of extracting ores or minerals from the mines," and cannot claim any degree of perfection in this feature as yet.

The difficulties confronting your State License and Bullion Tax Agent are too obvious to require a long dissertation, and I shall hasten along to a possible remedy:

Place the tax on the net proceeds of mines within the control, examination and review of a State Tax Commission and confer on said commission all necessary powers and authority to investigate, hear and require evidence, and determine the amounts due the state and county treasuries from this source, and to invoke the aid of the courts to enforce the payment of the same.

One extremely unfortunate feature of our law as it now exists is that it allows the formation of a separate milling corporation, which may mill the ores of any particular property or group of properties, and make an arbitrary charge for its services. The milling corporation may make an enormous profit through the medium of this arbitrary charge, and cut the apparent profits of the mining company to a minimum. This latter profit is the one on which bullion tax is paid. The mining company, owning the stock of the milling company, then distributes the profits of the milling company to its stockholders, and the State is deprived of bullion tax on just that amount. That may be carried on to the point of an extremely high margin of profit to the secondary corporation, and the mining company rest secure in its action.

The remedy suggested above will not entirely eliminate this evil, but it grants the Tax Commission a certain discretionary power of interpretation that might be used with considerable good effect.

To my mind, the final solution of the bullion tax problem will be the levying of a graduated tax on the gross output rather than the net. But this can only be accomplished by a constitutional amendment, as section 352 of the Constitution of Nevada provides for a tax on the *net* proceeds of mines. Such a provision as this would do away with the separate milling corporation evasion.

I would strongly recommend that immediate action be taken with this end in view, but, as it will take several years to make such a provision constitutional, I just as strongly urge my former suggested remedy for immediate relief.

In this letter, I have endeavored to confine myself to items coming under my immediate jurisdiction. Although there are many other matters relating to possible financial betterment that have come under my observation in going about the State, they do not come under the head of your request and will doubtless be handled by other subcommittees direct with those who are in better position to deal with them than I am.

If there is any further information I can give you, or any further suggestions you would like to have me make, you have but to command me.

Very truly yours,

L. F. ADAMSON,
State License and Bullion Tax Agent.

LICENSES

In the foregoing communication, written prior to the receipt and compilation of statistical data for the entire year, your agent predicted a slight decrease in revenue from state liquor license sources. I am glad to state this proved an error, and a 1 per cent increase was shown instead. General county licenses showed a decrease slightly in excess of 2 per cent.

It was early learned by your agent that pool tables were to a very large extent escaping license payment on the technical ground that the law provided only for billiard tables. This matter was taken up with the Attorney-General, whose ruling was that "Pool is a game played on a billiard table with six pockets," and in consequence was subject to a billiard-table license. All Sheriffs were immediately advised, and it is believed the law is now being enforced in this regard.

There seemed to be a somewhat widespread idea that commissaries and boarding-houses operated in connection with and for the primary benefit of other industries were exempt from payment of license. Your agent advised all Sheriffs that this impression was erroneous, and they were instructed to make regular collections in such instances, as provided in sections 3732 and 3734 of the Revised Laws of Nevada. No further trouble has been experienced on this score.

The law with reference to cigarette licenses did not seem to be properly administered, and this department took the matter up with all Sheriffs in the following language:

Just why there should be any misconstruction placed upon the statutes covering the cigarette license, this office is not quite able to understand. However, a number of instances have arisen wherein the county officers have stated that they were having difficulty in collecting this license and asking for specific instructions. Sections 1247 to 1251, inclusive (Cutting's Compiled Laws), very clearly define your duty in this regard. There is nothing ambiguous in this law and it should be rigidly enforced.

The result of this action proved highly satisfactory.

It was brought to the attention of this department that in some instances drug stores holding a regular druggist's state liquor license were of the opinion that such license entitled them to retail liquors in original containers, and were acting accordingly. This matter was referred to the Attorney-General who rendered a very exhaustive and comprehensive opinion to the effect that a druggist's state liquor license did not permit a retail druggist to sell or serve customers with liquor, wines or alcoholic stimulants, except when authorized so to do upon prescriptions of licensed practicing physicians. Your agent was advised to instruct the officers to enforce the law in the respect above indicated. This action was taken, but it was only after considerable contention and correspondence, with a repetition of instructions, that the ruling was generally accepted. It is believed this law is now being properly enforced.

The one serious license discrepancy during the year 1912 was the case of O. H. Smith, Sheriff and License Collector of Lincoln County. The best method of presenting the facts in relation thereto is to insert at this point a copy of my report made at the time of the occurrence. This is as follows:

CALIENTE, NEVADA, May 14, 1912.

TO HON. TASKER L. ODDIE, Governor, HON. CLEVELAND H. BAKER, Attorney-General, HON. JACOB EGGERS, State Controller, *Carson City, Nevada*; HON. LEO. A. MCNAMEE, District Attorney, and THE HONORABLE BOARD OF COUNTY COMMISSIONERS, *Pioche, Nevada*.

GENTLEMEN: In the matter of O. H. Smith, Sheriff and License Collector for Lincoln County, Nevada:

I beg to report that your agent arrived in Pioche, the county-seat of Lincoln County, Nevada, on Wednesday, May 8, 1912, and immediately proceeded to check over the Sheriff's records and accounts for quarter ending March 31, 1912. County license matters seemed to be in first-class condition. Total collections for quarter in question showed as \$1,195.75, against which the Sheriff was entitled

to the statutory commission of 6 per cent, leaving an amount of \$1,124.01 to be accounted for. Treasurer's receipts were in evidence for this amount as follows:

February 29	\$509.72
March 30	307.85
May 8	306.44
Total	\$1,124.01

Upon requesting the record of sheep-license collections, the Sheriff informed your agent that he had kept no regular record thereof; that he had personally had a book of grazing licenses printed (for which there is no warrant in law) from which he issued licenses as required; that he considered the stubs of this license book as his official record, but that, unfortunately, said license book had been lost. He had a memorandum, however, showing grazing-license collections for quarter in question, as follows:

Adams Brothers	\$225.00
Thorley Brothers	300.00
Total	\$525.00

Against this the sheriff was entitled to the statutory commission of 20 per cent, or \$105, leaving an amount of \$420 to be accounted for. Treasurer's receipt as of May 8, 1912, was in evidence for this amount.

Upon requesting record of state liquor license collections, the Sheriff informed your agent that he had not yet had time to make up his regular record; but that he had a complete statement of his collections on account of state liquor licenses, which statement he had sent to the State Controller and also to the State Treasurer, together with remittance to cover. He thereupon presented your agent with a statement showing gross collections for quarter in question of \$1,812, against which he had taken credit for the statutory commission of 6 per cent, leaving the net amount to be accounted for \$1,703. Upon checking this detailed statement over with the stubs of the state license books your agent found eight licenses for \$50 each and one for \$12 shown upon statement for which actual licenses had never been issued.

Upon request for an explanation, the Sheriff stated that he had not yet collected for these licenses; that he considered himself personally responsible for them and for that reason had included them in his statement and remittance to the Treasurer. Your agent thereupon informed him that it would be necessary in order to make his records clear, to issue these licenses in regular form. This was then done. Your agent also found that Retail State Liquor License No. 959, in the name of Dobson Brothers, Caliente, Nevada, for \$50, had been issued, and did not appear on the statement for which the Sheriff claimed to have remitted to the State Treasurer. This, Sheriff Smith stated, was simply an error on his part and would be promptly adjusted. The Sheriff was then requested to produce the State Treasurer's receipt, but he stated that it had not yet arrived and he could not understand why. The apparent carelessness existing in the Sheriff's office created a degree of suspicion in the mind of your agent, but he deemed it better to pass matters over as lightly as possible until such time as tangible evidence showing fraud, if there should be any, could be procured. Your agent immediately proceeded to Caliente, where he had a consultation with District Attorney McNamee. It was mutually agreed that it would be better to make telegraphic inquiries from the State Treasurer from some other point than either Caliente or Pioche, and as Salt Lake City was the next stop on your agent's regular trip, it was from there that he sent the following telegram:

May 9, 1912.

HON. WM. McMILLAN, *State Treasurer, Carson City, Nevada:*

Has Lincoln County remitted state license first quarter seventeen hundred dollars? Please answer here, care Hotel Utah. Important.

L. F. ADAMSON.

To this the following reply was received:

CARSON CITY, May 9, 1912.

L. F. ADAMSON, *Hotel Utah, Salt Lake, Utah.*

Lincoln County reports to Controller licenses first quarter nineteen twelve paid Treasurer April eighteenth. Never received.

WM. McMILLAN.

After an exchange of telegrams with District Attorney McNamee, your agent returned to Pioche, arriving there on Sunday, May 12, confronting the Sheriff with the State Treasurer's telegram. He then made a very exhaustive audit of the Sheriff's accounts coming under his jurisdiction, going back to the last official audit made by Mr. Freudenthal as of October 31, 1911, and coming down to date. The result of this investigation, coupled with admissions made by Sheriff Smith, resulted in your agent taking personal charge of Sheriff Smith under authority of sections 4108 and 4109 of Cutting's Compiled Laws of Nevada, and bringing him before Justice of the Peace William D. Maynard, at Caliente, Nevada. District Attorney McNamee appeared for the State, and Attorney Horsey appeared for the defendant. A transcript of the proceedings at the arraignment will be the most concise way of showing results. This transcript is as follows:

STATE OF NEVADA v. O. H. SMITH

Complaint was read to defendant, to which he pleaded not guilty.
L. F. Adamson called and sworn.

DIRECT EXAMINATION BY DISTRICT ATTORNEY MCNAMEE

Q. What is your name? A. L. F. Adamson.

Q. What is your occupation? A. State License and Bullion Tax Agent for Nevada.

Q. Where do you reside? A. Carson City, Nevada.

Q. State generally the duties of your office. A. To look after the revenues of the State and various counties derived from bullion tax and license sources; to see that they are properly collected and properly paid in to the state and county treasuries.

Q. You may state whether or not you have examined the records of the various revenue collectors under your jurisdiction, in the county of Lincoln, for the quarter ending March 31, 1912. A. I have. On May 8 and 12, 1912.

Q. Did you examine the accounts of the Sheriff of Lincoln County on these dates, as License Collector? A. I did.

Q. Just state the amounts you found collected by the Sheriff of state liquor licenses. A. For period mentioned, the record showed a collection of state liquor licenses amounting to \$1,750.28 net, which means the amount actually collected less statutory deduction of 6 per cent commission.

Q. When is this amount supposed to be paid over to the State Treasurer? A. Immediately after the close of the quarter.

Q. Do you know whether or not this money has been turned over to the State Treasurer? A. To the best of my knowledge and belief it has not.

Q. Have you ever seen any receipts in the Sheriff's office showing that this money has been paid over? A. I have not.

Q. Have you ever had any conversation with defendant in regard to this matter, as to whether this money was paid over or not? A. I have.

Q. Any statements he made in regard as to whether the money was paid over or not—were they made under any threat or promise on your part or were they made voluntarily by the defendant? A. They were made voluntarily in answer to queries, and without threat or promise on my part.

Q. State just what those conversations were. A. First, after making a check of the records, I asked Sheriff Smith to show me his receipts. He said "The receipts are in the Thompson boys' safe." I then remarked that we would go down and look at them. On the way down the Sheriff voluntarily made the statement that he had sent in his state liquor license report to the State Controller; that he had also sent in his state liquor license report and remittance to the State Treasurer; that he had received an acknowledgment from the State Controller, but none from the State Treasurer, and did not understand why. Later, when I informed him that no remittance had been received by the State Treasurer and asked him why he had told me he had made such a remittance, he replied in substance that he had gotten himself in a hole out of which he thought he could get very soon, and was simply ashamed to acknowledge the fact. Digitized by Google

Q. What fact? A. The fact that he was short this money. He admitted to me in plain language, more than once, voluntarily, that he was actually short this money, and that if he had to take his medicine he would do so like a man.

Q. Did he ever state what he did with the money? A. In general terms he stated that he had loaned it to different parties.

Q. State who the Sheriff of this county is. A. Mr. O. H. Smith.

Q. And all of the foregoing happened in the County of Lincoln, State of Nevada? A. It did.

Cross-examination waived. The defendant waives making statement and also waives making any defense at this time.

Upon the conclusion of the above hearing Sheriff Smith was bound over to await the action of the grand jury to answer upon a charge of embezzlement of public money. Bail was fixed in the sum of \$3,000, and he was remanded to the custody of the Sheriff until such bond was given.

An analysis of the apparent shortage of Sheriff Smith for revenues coming under the jurisdiction of this department, shows as follows:

State liquor licenses, net.....	\$1,750.28
Sheep licenses, net.....	280.00
County licenses, March, net.....	306.44
County licenses, April, net.....	465.07
Total.....	\$3,101.79

Referring to item of sheep license, \$580: You will note in the early part of my report the Sheriff's record showed clear on the collection and payment to the Treasurer of a net amount of \$420 sheep license. This is true, but it has just transpired that he made this payment to the County Treasurer in the form of a personal check, payment of which has been refused by the bank. The remaining \$160 is the net amount of a \$200 sheep license issued in favor of Cutler Brothers of Salt Lake City, as stated by Sheriff Smith, and for which he states they paid him in a check erroneously made out and which the bank turned down on account of the error. He further stated that he had endeavored to get them to make later settlement of the amount, but was unable to do so. By going outside of his records I learn that Sheriff Smith turned Cutler Brothers erroneous check over to Thompson Brothers of Pioche, who secured its payment from Cutler Brothers and applied the proceeds to the account of a personal matter between themselves and Sheriff Smith.

Referring to item of county licenses, March, net \$306.44: The same remarks apply to this that apply to item of \$420 sheep license in paragraph last above.

Referring to item of county licenses, April, net \$465.07: This is for county licenses issued during current quarter, an accounting for which has not been made with the County Treasurer, and I am unable to find any funds in the Sheriff's possession to meet the same. The Sheriff has a memorandum from Thompson Brothers of Pioche, showing a cash deposit of a little over \$450, which he states should be applied against this item of \$465.07. Thompson Brothers, however, tell me that it was not turned in to them for any particular purpose, and they are holding it against a much larger amount for which they claim Smith is indebted to them.

The above is the only actual shortage of revenues coming under my jurisdiction that I am able to advise you of at the present time. Of course it is possible that it might reach a greater amount if the sheep license records, which are claimed to be lost, could be found.

I further beg to advise you unofficially that I have been informed there is an item of \$200 fines collected by Sheriff Smith which has never been turned into its proper channel. As this item and the matter of fees do not come under my department, I have not investigated them.

Respectfully submitted,

L. F. ADAMSON,
State License and Bullion Tax Agent.

Your agent was subpoenaed to appear before the grand jury and there answered such queries as was propounded, which resulted in the finding of two true bills against the defendant Smith. Upon the hearing of this case in the District Court, presided over by the Hon. P. J. Somers, at which your agent appeared as the prosecuting witness, the defendant

Smith was found guilty and sentenced to serve a term of two years in the State Prison. It is worthy of note that the entire amount of apparent shortage was promptly made good (without the necessity of legal action) by the bondsmen and friends of Sheriff Smith.

DETAILED STATEMENTS

Following is detailed statement of license collections by counties and for the State as a whole, for quarters, under classifications, during the year 1912. Percentage of increase or decrease in totals by quarters for the year 1912 as compared with same periods for the year 1911 is shown, exclusive of state liquor and sheep licenses, which latter are yearly comparisons:

Churchill County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$225.00	\$187.50	\$187.50	\$187.50	\$787.50
Merchandise.....	333.75	363.75	363.75	356.25	1,417.50
Amusements and billiards.....	110.00	40.00	40.00	60.00	250.00
Miscellaneous.....	156.00	198.50	171.00	183.00	709.00
County liquor.....	780.00	840.00	840.00	900.00	3,360.00
	\$1,604.75	\$1,629.75	\$1,602.25	\$1,687.25	\$6,524.00
State liquor.....	1,624.00	150.00	50.00	37.50	1,861.50
Sheep-grazing.....	100.00				100.00
Totals.....	\$3,328.75	\$1,779.75	\$1,652.25	\$1,724.75	\$8,503.50

First quarter for 1912 shows an increase in collections of county licenses over same period for year 1911 of 24 per cent; second quarter for 1912 over same period for 1911 of 2½ per cent; third quarter for 1912 shows a decrease against same period for 1911 of 17½ per cent; fourth quarter for 1912 against same period for 1911 of 3 per cent. For year 1912 county license collections as a whole show an increase of a small fraction of 1 per cent over the year 1911. State liquor licenses for year 1912 show a decrease against year 1911 of 15½ per cent. Sheep grazing licenses for year 1912 show a decrease against year 1911 of 50 per cent.

Clark County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$270.00	\$255.00	\$255.00	\$262.50	\$1,042.50
Merchandise.....	408.75	371.25	363.75	356.22	1,500.00
Amusements and billiards.....	105.00	95.00	95.00	190.00	485.00
Miscellaneous.....	193.50	96.00	96.00	111.00	496.50
County liquor.....	810.00	900.00	795.00	735.00	3,240.00
	\$1,787.25	\$1,717.25	\$1,604.75	\$1,654.75	\$6,764.00
State liquor.....	1,524.00	188.50	75.00		1,787.50
Totals.....	\$3,311.25	\$1,905.75	\$1,679.75	\$1,654.75	\$8,551.50

First quarter for 1912 shows a decrease in collection of county licenses against same period for 1911 of 32½ per cent; second quarter for year 1912 against same period for year 1911 of 27 per cent; third quarter for year 1912 against same period for year 1911 of 25½ per cent; fourth quarter for year 1912 against same period for year 1911 of 13 per cent. For year 1912 county license collections as a whole show a decrease against year 1911 of 25 per cent. State liquor licenses for year 1912 show a decrease against year 1911 of 13½ per cent.

Douglas County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$91.00	\$116.25	\$102.50	\$97.50	\$407.25
Merchandise.....	160.00	142.50	135.00	153.75	591.25
Amusements and billiards.....	30.00	95.00	25.00	20.00	170.00
Miscellaneous.....	157.00	157.00	162.00	189.50	665.50
County liquor.....	465.00	535.00	550.00	530.00	\$2,080.00
	\$903.00	\$1,045.75	\$974.50	\$990.75	\$3,914.00
State liquor.....	924.00		50.00	25.00	999.00
Totals.....	\$1,827.00	\$1,045.75	\$1,024.50	\$1,015.75	\$4,918.00

First quarter for 1912 shows an increase in collection of county licenses over same period for 1911 of 17 per cent; second quarter for year 1912 over same period for year 1911 of 7 per cent; third quarter for year 1912 over same quarter for year 1911 of $1\frac{1}{2}$ per cent; fourth quarter for year 1912 over same period for year 1911 of $1\frac{1}{2}$ per cent. For year 1912 county license collections as a whole show an increase over year 1911 of 6 per cent. State liquor licenses for year 1912 show an increase over year 1911 of $12\frac{1}{2}$ per cent.

Elko County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$240.00	\$180.00	\$187.50	\$172.50	\$780.00
Merchandise.....	821.25	877.50	873.75	866.25	3,438.75
Amusements and billiards.....	225.00	215.00	200.00	255.00	895.00
Miscellaneous.....	184.50	202.00	269.50	222.00	878.00
County liquor.....	2,565.00	2,610.00	2,685.00	2,610.00	10,470.00
	\$4,035.75	\$4,084.50	\$4,185.75	\$4,125.75	\$16,431.75
State liquor.....	5,874.00	884.00	200.00	100.00	6,558.00
Sheep-grazing.....	4,765.00	-----	2,240.00	-----	7,005.00
Totals.....	\$14,674.75	\$4,468.50	\$6,625.75	\$4,225.75	\$29,994.75

First quarter for 1912 shows an increase in collection of county licenses over same period for 1911 of $30\frac{1}{2}$ per cent; second quarter for 1912 over same period for 1911 of $26\frac{1}{2}$ per cent; third quarter for 1912 over same period for 1911 of 11 per cent; fourth quarter for 1912 over same period for 1911 of $13\frac{1}{2}$ per cent. For year 1912 county license collections as a whole show an increase over the year 1911 of 19 per cent. State liquor licenses for year 1912 show an increase over year 1911 of $10\frac{1}{2}$ per cent. Sheep-grazing licenses for year 1912 show an increase over 1911 of $59\frac{1}{2}$ per cent.

Esmeralda County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$128.75	\$136.25	\$163.75	\$171.25	\$600.00
Merchandise.....	988.75	906.25	871.25	841.25	3,507.50
Amusements and billiards.....	130.00	55.00	75.00	50.00	\$10.00
Miscellaneous.....	865.00	290.00	870.00	825.00	2,850.00
County liquor.....	1,506.00	1,460.00	1,730.00	1,675.00	6,370.00
	\$3,087.50	\$2,847.50	\$3,710.00	\$3,562.50	\$13,197.50
State liquor.....	3,684.00	412.50	350.00	100.00	4,546.50
Totals.....	\$6,751.50	\$3,260.00	\$4,060.00	\$3,662.50	\$17,734.00

First quarter for 1912 shows a decrease in collections of county licenses against same period for 1911 of $54\frac{1}{2}$ per cent; second quarter for 1912 against same period for 1911 of $28\frac{1}{2}$ per cent; third quarter for 1912 shows an increase over same period for 1911 of $5\frac{1}{2}$ per cent; fourth quarter for 1912 over same period for 1911 shows an increase of a fraction of 1 per cent. For year 1912 county license collections as a whole show a decrease against year 1911 of $18\frac{1}{2}$ per cent. State liquor licenses for year 1912 show a decrease against year 1911 of $33\frac{1}{2}$ per cent.

Eureka County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$75.00	\$67.50	\$60.00	\$75.00	\$277.50
Merchandise.....	213.75	206.25	213.75	236.25	870.00
Amusements and billiards.....	25.00	42.50	25.00	5.00	97.50
Miscellaneous.....	7.50	15.00	15.00	7.50	45.00
County liquor.....	760.00	810.00	810.00	870.00	3,250.00
	\$1,071.25	\$1,141.25	\$1,123.75	\$1,193.75	\$4,530.00
State liquor.....	1,512.00	-----	75.00	37.50	1,624.50
Totals.....	\$2,583.25	\$1,141.25	\$1,198.75	\$1,231.25	\$6,154.50

First quarter for 1912 shows an increase in collections of county licenses over same period for 1911 of 33 per cent; second quarter for 1912 over same period for 1911 of 20½ per cent; third quarter for 1912 over same period for 1911 of 17½ per cent; fourth quarter for 1912 over same period for 1911 of 25 per cent. For year 1912 county license collections as a whole show an increase over year of 1911 of 25 per cent. State liquor licenses for year 1912 show an increase over year 1911 of 31½ per cent.

Humboldt County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$300.00	\$390.00	\$306.00	\$267.50	\$1,252.50
Merchandise.....	806.00	617.50	626.00	577.50	2,625.00
Amusements and billiards.....	70.00	160.00	119.00	100.00	440.00
Miscellaneous.....	172.50	232.50	212.50	230.00	847.50
County liquor.....	2,715.00	2,650.00	2,560.00	2,490.00	10,415.00
	<u>\$4,062.50</u>	<u>\$4,040.00</u>	<u>\$3,812.50</u>	<u>\$3,665.00</u>	<u>\$15,580.00</u>
State liquor.....	6,736.00	375.00	75.00	62.50	7,248.50
Sheep-grazing.....	450.00	1,500.00	1,475.00	325.00	3,750.00
Totals.....	<u>\$11,248.50</u>	<u>\$5,915.00</u>	<u>\$5,362.50</u>	<u>\$4,052.50</u>	<u>\$26,578.50</u>

First quarter for year 1912 shows an increase in collections of county licenses over same period for 1911 of 8 per cent; second quarter for 1912 shows a decrease against same period for 1911 of 21 per cent; third quarter for 1912 against same period for 1911 of 16 per cent; fourth quarter for 1912 shows an increase over same period for 1911 of 3½ per cent. For year 1912 county license collections as a whole show a decrease against year 1911 of 6½ per cent. State liquor licenses for year 1912 as against 1911 show a decrease of a fraction of 1 per cent. Sheep licenses for year 1912 show an increase over 1911 of 12 per cent.

Lander County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$97.50	\$97.50	\$90.00	\$82.50	\$367.50
Merchandise.....	175.00	182.50	160.00	167.50	685.00
Amusements and billiards.....	35.00	40.00	35.00	35.00	145.00
Miscellaneous.....	162.00	169.50	182.00	124.50	598.00
County liquor.....	690.00	840.00	750.00	765.00	3,045.00
	<u>\$1,159.50</u>	<u>\$1,329.50</u>	<u>\$1,167.00</u>	<u>\$1,174.50</u>	<u>\$4,830.50</u>
State liquor.....	1,662.00	187.50	25.00	50.00	1,924.50
Totals.....	<u>\$2,821.50</u>	<u>\$1,517.00</u>	<u>\$1,192.00</u>	<u>\$1,224.50</u>	<u>\$6,755.00</u>

First quarter for year 1912 shows an increase in collections of county licenses over same period for 1911 of 2½ per cent; second quarter for 1912 over same period for 1911 of 10½ per cent; third quarter for 1912 over same period of 1911 of 2 per cent; fourth quarter for 1912 over same period for 1911 of a fraction under 1 per cent. County license collections as a whole for year 1912 show an increase over year 1911 of 4 per cent. State liquor licenses for year 1912 show an increase over 1911 of a fraction of 1 per cent.

Lincoln County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$82.50	\$112.50	\$142.50	\$150.00	\$487.50
Merchandise.....	146.25	191.25	161.25	161.25	660.00
Amusements and billiards.....	25.00	30.00	60.00	45.00	160.00
Miscellaneous.....	132.00	87.00	94.50	94.50	408.00
County liquor.....	810.00	810.00	810.00	720.00	3,150.00
	<u>\$1,195.75</u>	<u>\$1,230.75</u>	<u>\$1,268.25</u>	<u>\$1,170.75</u>	<u>\$4,865.50</u>
State liquor.....	1,812.00	125.00	-----	25.00	1,962.00
Sheep-grazing.....	525.00	-----	100.00	-----	625.00
Totals.....	<u>\$3,532.75</u>	<u>\$1,355.75</u>	<u>\$1,368.25</u>	<u>\$1,195.75</u>	<u>\$7,452.50</u>

First quarter for 1912 shows a decrease in collection of county licenses against same period for 1911 of 44 per cent; second quarter for year 1912 against same period for the year 1911 of 31 per cent; third quarter for year 1912 against same period for year 1911 of 8 per cent; fourth quarter for year 1912 shows an increase over same period for 1911 of 3 per cent. County license collections for the year 1912 as a whole show a decrease against year 1911 of 20½ per cent. State liquor licenses for year 1912 show a decrease against 1911 of 26½ per cent. Sheep licenses for year 1912 show a decrease against year 1911 of 100 per cent.

Lyon County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$202.50	\$80.00	\$240.00	\$255.00	\$777.50
Merchandise	302.50	592.50	360.00	360.00	1,615.00
Amusements and billiards.....	5.00	35.00	5.00	-----	45.00
Miscellaneous	192.00	174.50	139.50	164.50	670.50
County liquor	1,075.00	1,205.00	1,295.00	1,170.00	4,745.00
	\$1,777.00	\$2,087.00	\$2,039.50	\$1,969.50	\$7,843.00
State liquor	2,586.00	150.00	100.00	25.00	2,861.00
Totals	\$4,363.00	\$2,217.00	\$2,139.50	\$1,984.50	\$10,704.00

First quarter for year 1912 shows a decrease in county license collections against same period for 1911 of 11 per cent; second quarter for year 1912 shows an increase over same period for 1911 of 15½ per cent; third quarter for year 1912 over same period for year 1911 of 15½ per cent; fourth quarter for year 1912 over same period for 1911 of 11½ per cent. County license collections for the year 1912 as a whole show an increase over year 1911 of 13 per cent. State liquor license collections for year 1912 show an increase over year 1911 of 27½ per cent.

Mineral County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$75.00	\$75.00	\$60.00	\$60.00	\$270.00
Merchandise	180.00	183.75	108.75	131.25	603.75
Amusements and billiards.....	25.00	15.00	15.00	10.00	65.00
County liquor	630.00	640.00	525.00	595.00	2,390.00
	\$910.00	\$913.75	\$708.75	\$796.25	\$3,328.75
State liquor	1,250.00	75.00	25.00	12.50	1,362.50
Totals	\$2,160.00	\$988.75	\$733.75	\$808.75	\$4,691.25

First quarter for year 1912 shows collections of county liquor licenses in the sum of \$910; same period 1911 of \$60. As Mineral County was created during the latter days of this quarter, no percentage comparison is made, as it would be unfair. Second quarter for 1912 shows a decrease against same period for 1911 of 12½ per cent; third quarter for 1912 against same period for 1911 of 48 per cent; fourth quarter for 1912 against same period for 1911 of 12 per cent. Last three quarters for 1912 show a decrease against same period for 1911 of 22½ per cent. State liquor licenses for last three quarters of 1912 show a decrease against same period for 1911 of 200 per cent.

Nye County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$206.25	\$165.00	\$191.25	\$176.25	\$738.75
Merchandise	993.75	817.50	903.75	881.25	3,596.25
Amusements and billiards	65.00	160.00	95.00	215.00	535.00
Miscellaneous	760.00	705.00	737.50	810.00	3,012.50
County liquor	1,965.00	1,965.00	2,010.00	1,950.00	7,890.00
	\$3,990.00	\$3,812.50	\$3,937.50	\$4,082.50	\$15,772.50
State liquor	4,323.00	375.00	225.00	100.00	5,023.00
Totals	\$8,313.00	\$4,187.50	\$4,162.50	\$4,182.50	\$20,795.50

First quarter for year 1912 shows an increase in collections of county licenses over same period for 1911 of a fraction of 1 per cent; second quarter for 1912 shows a decrease against same period for 1911 of 13½ per cent; third quarter for 1912 shows a decrease against same period for 1911 of 19½ per cent; fourth quarter for 1912 against same period for 1911 of a fraction under 1 per cent. County license collections for the year 1912 as a whole show a decrease against the year 1911 of 7½ per cent. State liquor licenses for year 1912 show an increase over year 1911 of 2½ per cent.

Ormsby County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$75.00	\$97.50	\$82.50	\$82.50	\$307.50
Merchandise.....	398.75	398.75	\$71.25	393.75	1,522.50
Amusements and billiards.....	95.00	20.00	35.00	20.00	170.00
Miscellaneous.....	88.50	108.50	98.50	101.00	396.50
County Liquor.....	645.00	680.00	680.00	680.00	2,625.00
	\$1,297.25	\$1,224.75	\$1,242.25	\$1,227.25	\$5,011.00
State Liquor.....	1,624.00	37.50	-----	12.50	1,674.00
Totals.....	\$2,921.25	\$1,282.25	\$1,242.25	\$1,239.75	\$6,685.00

First quarter for 1912 shows a decrease in the collections of county licenses against same period for 1911 of 10½ per cent; second quarter for 1912 shows a decrease against the same period for 1911 of 27 per cent; third quarter for 1912 shows a decrease against same period for 1911 of 17½ per cent; fourth quarter for 1912 shows a decrease against same period for 1911 of 6 per cent. The year 1912 as a whole shows a decrease against year 1911 of 15 per cent. State liquor licenses for year 1912 show a decrease against year 1911 of 4½ per cent.

Storey County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$82.50	\$67.50	\$75.00	\$67.50	\$292.50
Merchandise.....	\$75.00	\$68.50	\$75.00	\$75.00	1,508.50
Amusements and billiards.....	70.00	145.00	105.00	215.00	535.00
Miscellaneous.....	179.00	170.00	170.00	142.50	662.50
County Liquor.....	785.00	789.00	789.00	750.00	3,046.00
	\$1,493.50	\$1,545.00	\$1,505.00	\$1,550.00	\$6,093.50
State Liquor.....	2,024.00	75.00	-----	12.50	2,111.50
Totals.....	\$3,457.50	\$1,620.00	\$1,505.00	\$1,562.50	\$8,145.00

First quarter for year 1912 shows an increase in collections of county licenses over same period for 1911 of 16 per cent; second quarter for 1912 over same period for 1911 of 7½ per cent; third quarter for 1912 shows a decrease against same period for 1911 of 2 per cent; fourth quarter for 1912 shows a decrease against same period for 1911 of 11½ per cent. For the year 1912 as a whole county license collections show an increase over year 1911 of 3½ per cent. State liquor licenses for the year 1912 show an increase over the year 1911 of 5 per cent.

Washoe County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$615.00	\$656.25	\$615.00	\$630.00	\$2,516.25
Merchandise.....	1,785.00	1,721.25	1,841.25	1,852.50	7,200.00
Amusements and billiards.....	190.00	285.00	265.00	140.00	880.00
Miscellaneous.....	735.00	722.50	742.50	642.50	2,842.50
County Liquor.....	8,015.00	8,105.00	8,150.00	8,135.00	12,405.00
	\$6,340.00	\$6,490.00	\$6,613.75	\$6,400.00	\$25,843.75
State Liquor.....	7,068.00	675.00	281.00	37.50	8,061.50
Sheep-grazing.....	-----	1,655.00	50.00	1,000.00	2,705.00
Totals.....	\$13,398.00	\$8,820.00	\$6,944.75	\$7,437.50	\$36,600.25

First quarter for year 1912 shows an increase in collections of county licenses over same period for 1911 of $4\frac{1}{2}$ per cent; second quarter for year 1912 shows a decrease against same period for 1911 of $7\frac{1}{2}$ per cent; third quarter for year 1912 shows a decrease against same period for 1911 of $9\frac{1}{2}$ per cent; fourth quarter for year 1912 shows a decrease against same period for 1911 of $8\frac{1}{2}$ per cent. For year 1912 as a whole county license collections show a decrease against the year 1911 of $5\frac{1}{2}$ per cent. State liquor license collections for year 1912 show a decrease against year 1911 of $3\frac{1}{2}$ per cent. Sheep-grazing license collections for year 1912 show an increase over year 1911 of $42\frac{1}{2}$ per cent.

White Pine County

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$262.50	\$196.00	\$247.50	\$165.00	\$870.00
Merchandise	637.50	727.50	697.50	735.00	2,797.50
Amusements and billiards.....	425.00	185.00	185.00	165.00	960.00
Miscellaneous	222.50	392.50	460.00	297.50	1,432.50
County liquor	1,765.00	1,890.00	2,025.00	1,620.00	7,280.00
	\$3,372.50	\$3,380.00	\$3,605.00	\$2,962.50	\$13,320.00
State liquor	3,998.00	262.50	225.00	75.00	4,560.00
Sheep-grazing	810.00				
Totals	\$8,180.50	\$3,672.50	\$3,830.00	\$3,067.50	\$18,690.50

First quarter for year 1912 shows an increase in county license collections over same period for 1911 of 8 per cent; second quarter for 1912 over same period for 1911 of $6\frac{1}{2}$ per cent; third quarter for 1912 over same period for 1911 of $13\frac{1}{2}$ per cent; fourth quarter for 1912 shows a decrease against same period for 1911 of $6\frac{1}{2}$ per cent. For year 1912 county license collections as a whole show an increase over year 1911 of $5\frac{1}{2}$ per cent. State liquor license collections for year 1912 show an increase over 1911 of $17\frac{1}{2}$ per cent. Sheep-grazing license collections for year 1912 show an increase over 1911 of 980 per cent.

The State as a Whole

	1st qr.	2d qr.	3d qr.	4th qr.	Total
Hotels, restaurants and lodging-houses.....	\$3,028.50	\$2,818.75	\$2,975.00	\$2,912.50	\$11,734.75
Merchandise	8,671.00	8,677.50	8,425.00	8,415.00	34,188.50
Amusements and billiards.....	1,630.00	1,617.50	1,370.00	1,525.00	6,142.50
Miscellaneous	3,768.00	3,715.50	4,355.50	4,145.50	15,984.50
County liquor	20,910.00	21,670.00	21,975.00	21,175.00	85,730.00
	\$38,007.50	\$38,499.25	\$39,100.50	\$38,173.00	\$153,780.25
State liquor	48,215.00	3,472.50	1,766.00	712.50	54,166.00
Sheep-grazing	6,660.00	3,205.00	3,965.00	1,325.00	15,045.00
Totals	\$92,872.50	\$45,176.75	\$44,721.50	\$40,210.50	\$222,961.25

First quarter for year 1912 shows an increase in collections of county licenses over same period for 1911 of $2\frac{1}{2}$ per cent; second quarter for 1912 shows a decrease against same period for 1911 of 3 per cent; third quarter for 1912 shows a decrease against same period for 1911 of $5\frac{1}{2}$ per cent; fourth quarter for 1912 shows a decrease against same period for 1911 of a fraction of 1 per cent. For year 1912 county license collections as a whole show a decrease against year 1911 of $2\frac{1}{2}$ per cent. State liquor license collections for year 1912 show an increase over year 1911 of 1 per cent. Sheep-grazing licenses for year 1912 show an increase over 1911 of $24\frac{1}{2}$ per cent.

It might be well to mention the fact that the abolition of slot machines on January 1, 1912, from the license of which considerable revenue was derived during the year 1911, is a factor in the general decrease shown.

Following is a recapitulation of classifications by counties and quarters for the year 1912:

RECAPITULATION OF ALL LICENSE RECEIPTS IN THE STATE First Quarter, 1912

Counties	Hotels, restaurants, and lodging-houses	Merchandise	Amusements and billiards	Miscellaneous	County liquor	State liquor	Sheep	Total
Churchill County	\$225.00	\$333.75	\$110.00	\$154.00	\$790.00	\$1,624.00	\$100.00	\$3,328.75
Clark County	270.00	408.75	105.00	129.50	810.00	1,324.00	---	3,311.25
Douglas County	180.00	140.00	90.00	127.00	445.00	1,294.00	---	1,827.00
Elko County	240.00	321.25	220.00	124.50	2,532.00	5,874.00	4,765.00	14,674.75
Esmeralda County	128.75	988.75	130.00	345.00	1,506.00	3,624.00	---	6,751.50
Eureka County	75.00	213.75	25.00	7.50	715.00	1,512.00	---	2,538.25
Humboldt County	300.00	905.00	70.00	172.50	2,715.00	6,738.00	450.00	11,248.50
Lincoln County	97.50	175.00	35.00	162.00	810.00	1,662.00	---	3,522.75
Mineral County	202.50	302.50	25.00	132.00	1,075.00	2,528.00	525.00	4,363.75
Nye County	75.00	180.00	25.00	122.00	630.00	1,320.00	---	2,160.00
Ormsby County	208.25	988.75	65.00	760.00	1,865.00	4,323.00	---	8,313.00
Storey County	75.00	388.75	95.00	88.50	645.00	1,624.00	---	3,221.25
Washoe County	82.50	376.00	70.00	170.00	735.00	2,024.00	---	3,457.50
White Pine County	615.00	1,735.00	130.00	735.00	3,015.00	7,053.00	---	13,398.00
	282.50	637.50	425.00	232.50	1,755.00	3,988.00	810.00	8,180.50
Totals	\$3,028.50	\$8,671.00	\$1,630.00	\$3,768.00	\$20,310.00	\$48,215.00	\$6,650.00	\$92,872.50

Second Quarter, 1912

Churchill County	\$187.50	\$383.75	\$40.00	\$193.50	\$240.00	\$340.00	---	\$1,779.75
Clark County	255.00	371.25	95.00	96.00	900.00	1,580.00	---	1,906.75
Douglas County	116.25	142.50	95.00	157.00	535.00	535.00	---	1,045.75
Elko County	180.00	877.50	215.00	202.00	2,510.00	384.00	---	4,468.50
Esmeralda County	136.25	906.25	55.00	230.00	1,460.00	412.50	---	3,290.00
Eureka County	67.50	206.25	42.50	15.00	810.00	---	---	1,141.25
Humboldt County	380.00	617.50	160.00	232.50	2,650.00	375.00	\$1,500.00	5,915.00
Lander County	97.50	182.50	40.00	169.50	840.00	187.50	---	1,517.00
Lincoln County	112.50	191.25	30.00	87.00	810.00	125.00	---	1,355.75
Mineral County	60.00	682.50	35.00	174.50	1,205.00	150.00	---	2,217.00
Nye County	75.00	188.75	15.00	---	640.00	75.00	---	968.75
Ormsby County	165.00	817.50	160.00	705.00	1,945.00	375.00	---	4,137.50
Storey County	67.50	388.75	20.00	103.50	660.00	37.50	---	1,292.25
Washoe County	67.50	382.50	145.00	170.00	780.00	75.00	---	1,630.00
White Pine County	666.25	1,721.25	285.00	722.50	3,105.00	675.00	1,655.00	8,390.00
	186.00	727.50	185.00	392.50	1,980.00	282.50	50.00	3,671.50
Totals	\$2,818.75	\$8,677.50	\$1,617.50	\$3,715.50	\$21,670.00	\$3,472.50	\$3,205.00	\$45,176.75

Third Quarter, 1912

Countries	Hotels, restaurants, and lodging-houses	Merchandise	Amusements and billiards	Miscellaneous	County liquor	State liquor	Sheep	Total
Churchill County	\$187.50	\$983.75	\$40.00	\$171.00	\$340.00	\$80.00		\$1,682.25
Clark County	255.00	983.75	95.00	95.00	785.00	75.00		1,679.75
Douglas County	102.50	135.00	25.00	182.00	550.00	50.00		1,024.50
Elko County	157.50	873.75	200.00	289.50	2,685.00	280.00	\$2,240.00	6,695.75
Esmeralda County	168.75	873.75	75.00	870.00	1,780.00	390.00		4,080.00
Eureka County	60.00	213.75	25.00	15.00	810.00	75.00		1,198.75
Humboldt County	805.00	625.00	110.00	212.50	2,580.00	75.00	1,475.00	6,982.50
Lander County	90.00	180.00	85.00	182.00	750.00	25.00		1,182.00
Lincoln County	142.50	161.25	60.00	94.50	810.00		100.00	1,882.25
Lyon County	240.00	890.00	5.00	139.50	1,285.00			2,139.50
Mineral County	60.00	108.75	15.00		525.00	109.00		783.75
Nye County	191.25	903.75	95.00	737.50	2,010.00	25.00		4,182.50
Ormsby County	82.50	371.25	85.00	98.50	660.00	225.00		1,282.25
Storey County	75.00	375.00	105.00	170.00	780.00			1,505.00
Washoe County	615.00	1,841.25	265.00	742.50	3,150.00	231.00	50.00	6,944.75
White Pine County	247.50	1,697.50	195.00	450.00	2,025.00	225.00		3,880.00
Totals	\$2,975.00	\$8,425.00	\$1,370.00	\$4,355.50	\$21,975.00	\$1,705.00	\$3,865.00	\$44,721.50

Fourth Quarter, 1912

Churchill County	\$187.50	\$983.75	\$40.00	\$133.50	\$300.00	\$87.50		\$1,724.75
Clark County	255.00	983.75	100.00	111.00	785.00			1,664.75
Douglas County	102.50	135.00	20.00	189.50	580.00	25.00		1,015.75
Elko County	157.50	873.75	255.00	232.00	2,630.00	100.00		4,285.75
Esmeralda County	171.25	895.35	50.00	825.00	1,675.00	109.00		3,685.50
Eureka County	75.00	226.25	5.00	7.50	870.00	87.50		1,231.25
Humboldt County	267.50	577.50	100.00	230.00	2,490.00	62.50	\$325.00	4,082.50
Lander County	25.00	157.50	25.00	124.50	785.00	50.00		1,034.00
Lincoln County	150.00	181.25	45.00	94.50	730.00	25.00		1,185.75
Lyon County	265.00	890.00		164.50	1,170.00	25.00		1,984.50
Mineral County	60.00	131.25	10.00		585.00	12.50		808.75
Nye County	175.25	881.25	215.00	810.00	1,950.00	100.00		4,132.50
Ormsby County	82.50	383.75	20.00	101.00	680.00	12.50		1,239.75
Storey County	67.50	375.00	215.00	142.50	750.00	12.50		1,642.50
Washoe County	690.00	1,822.50	140.00	642.50	3,135.00	87.50	1,000.00	7,487.50
White Pine County	148.00	735.00	165.00	297.50	1,680.00	75.00		3,057.50
Totals	\$3,912.50	\$8,415.00	\$1,625.00	\$4,145.50	\$21,175.00	\$712.50	\$1,325.00	\$40,210.50

LICENSE SOURCES

The following lists show the licenses collected by the Sheriffs of the respective counties of the State of Nevada for the quarter ending December 31, 1912:

CHURCHILL COUNTY

HOTEL	
V. L. Adams, Wonder	\$7.50
Coffin & Gruber, Hazen	7.50
Grand Hotel, Fallon	7.50
Avon & Green, Fairview	7.50
Overland Hotel, Fallon	7.50
Stewart Hotel, Fallon	7.50
C. P. Cirac, Stillwater	7.50
Nevada Hills Mining Co., Fairview	7.50
Jarrell & Bridgford, Charleston	7.50
LODGING-HOUSE	
Lofthouse & Schweikert, Fallon	7.50
Middleton & McLaughlin, Hazen	7.50
W. W. Sanford, Fallon	7.50
Mrs. Bess Fortune, Fallon	7.50
C. H. Tackett, Fallon	7.50
Golden Rooming House, Fallon	7.50
Mrs. L. Johnson, Fallon	7.50
RESTAURANT	
Francis McDonough, Fallon	7.50
C. W. Powell, Fallon	7.50
C. H. Tackett, Fallon	7.50
Annie Bermond, Fairview	7.50
Smith Brothers, Wonder	7.50
John Peterson, Salt Wells	7.50
R. S. Brock, Sand Springs	7.50
Parrott & Gregg, Hazen	7.50
Mrs. G. W. Maassen, Wonder	7.50
BILLIARDS	
Villanueva Brothers, Fallon	5.00
J. R. Jones, Fairview	5.00
Parrott & Gregg, Hazen	5.00
C. M. Hoover, Fallon	5.00
Dan Callahan, Fallon	5.00
Avon & Green, Fairview	5.00
James Burns, Wonder	5.00
May & Johnson, Fallon	15.00
May & Johnson, Fallon	15.00
Middleton & McLaughlin, Hazen	5.00
MERCHANDISE	
R. M. Simons, Fallon	7.50
W. Eigle, Hazen	7.50
S. Rosenberg & Co., Fallon	7.50
I. H. Kent Co., Fallon	15.00
M. C. O'Donnell, Hazen	7.50
Grey, Reid & Co., Fallon	7.50
Morris & Loring, Fallon	7.50
D. J. Beasley, Fallon	7.50
A. C. Burton, Fallon	7.50
Thos. Woodliff & Son, Fallon	7.50
Thos. Woodliff & Son, Fallon	7.50
Gulling & Kendrick, Fallon	7.50
J. W. Vannoy, Fallon	7.50
Fallon S. & S. Co., Fallon	7.50
Ritchheart & Austin, Fallon	7.50
C. E. Coe, Fallon	7.50
Fallon Hardware and Supply Co., Fallon	7.50
Frank Woodliff, Fallon	7.50
W. W. Williams, Fallon	11.25
I. Fukui, Fallon	7.50
C. L. Benadum, Fallon	7.50
C. L. Benadum, Fairview	7.50
J. M. Kier, Wonder	7.50
C. B. Likes, Fallon	7.50
Verdi Lumber Co., Fallon	7.50
Jones & McCall, Fallon	7.50
Mrs. M. E. Black, Fallon	7.50
Black & Ferguson, Fallon	7.50
D. H. Yoho, Fairview	7.50
Nevada Dist. & Brewers Co., Fallon	7.50
Beckstead Merc. Co., St. Clair	7.50
Forbes Bakery, Fallon	7.50
Fallon Electric Co., Fallon	7.50
Fallon Creamery Co., Fallon	\$7.50
Mrs. J. J. Baker, Fallon	7.50
Nevada Hills Mining Co., Fairview	7.50
F. M. Tannehill, Wonder	7.50
J. S. Hoover, Fairview	7.50
Hazen Trading Co., Hazen	7.50
J. Holmes & Co., Wonder	7.50
Grob & Bingham, Fallon	7.50
C. T. Pelton, 5 miles south of Fallon	7.50
Frazzini & Foot, Fallon	7.50
Mrs. C. H. Kramer, Fallon	7.50
Peoples Brothers, Fallon	7.50
N. R. Sheldon, Fairview	7.50
BANKING	
Churchill County Bank, Fallon	36.00
AUTOMOBILE	
Howser Brothers, Fallon	7.50
C. L. Benadum, Fallon	7.50
George A. Coffrin, Fallon	7.50
W. F. Kaiser, Fallon	5.00
LIVERY STABLE	
Howser Brothers, Fallon	7.50
Johnson Brothers, Fallon	7.50
Jack Phelps, Wonder	7.50
CIGARETTES	
Gulling & Kendrick, Fallon	15.00
J. M. Kier, Wonder	15.00
Nevada Hills Mining Co., Fairview	15.00
May & Johnson, Fallon	15.00
COMMON CARRIER	
Wells, Fargo & Co., Fallon	\$7.50
RURAL LIQUOR	
Brown & Brooks, 1 mile west of Fallon	15.00
John Peterson, Salt Wells	15.00
R. S. Brock, Sand Springs	15.00
Beckstead Merc. Co., St. Clair	15.00
RETAIL LIQUOR	
V. L. Adams, Wonder	30.00
J. R. Jones, Fairview	30.00
Coffin & Gruber, Hazen	30.00
Middleton & McLaughlin, Hazen	30.00
Parrott & Gregg, Hazen	30.00
M. C. O'Donnell, Hazen	30.00
Aven & Green, Fairview	30.00
C. P. Cirac, Stillwater	30.00
Nora Swanson, Fairview	30.00
Nevada Hills Mining Co., Fairview	30.00
James Burns, Wonder	30.00
Jarrell & Bridgford, Charleston	30.00
R. C. Vaughn, Wonder	30.00
T. J. Gorman, Wonder	30.00
Irene Walters, Fairview	30.00
Villanueva Brothers, Fallon	30.00
Bryant & Byrne, Fallon	30.00
Lofthouse & Schweikert, Fallon	30.00
Pike & Cook, Fallon	30.00
Lofthouse Brothers, Fallon	30.00
Dan Callahan, Fallon	30.00
MacNab & Stevens, Fallon	30.00
C. M. Hoover, Fallon	30.00
Way Brothers, Fallon	30.00
Smith & Michelson, Fallon	30.00
Overland Hotel, Fallon	30.00
George Lewis, Fallon	30.00
Stewart Hotel, Fallon	30.00
	\$1,687.25
RETAIL STATE LIQUOR	
Brown & Brooks, 1 mile west of Fallon	\$12.50
Jarrell & Bridgford, Charleston	12.50
George Lewis, Fallon	12.50
	\$37.50

CLARK COUNTY

RESTAURANT			
W. D. Hall, Las Vegas	\$15.00	Peoples Cash Store, Moapa	\$7.50
Frank Matzdorf, Las Vegas	7.50	J. D. Richards, Las Vegas	7.50
Public Hotel, Las Vegas	7.50	D. Petty, Las Vegas	7.50
M. Clancy, Las Vegas	7.50	J. C. Funk, Las Vegas	7.50
Ellen Voss, Searchlight	7.50	W. E. Hawkins, Las Vegas	7.50
The Ideal Restaurant, Las Vegas	7.50	A. N. Paurf, Las Vegas	7.50
Wong Kee, Las Vegas	7.50	J. J. Lefurguey, Las Vegas	7.50
James Kelly, Las Vegas	7.50	I. W. Botkin, Las Vegas	7.50
HOTEL			
Overland Hotel, Las Vegas	7.50	A. H. Hoffman & Co., Las Vegas	7.50
Hotel Nevada Mining Co., Las Vegas	7.50	I. C. Johnson, Las Vegas	7.50
Dan Hickey, Las Vegas	7.50	Wing Sing, Searchlight	7.50
R. H. Schaeffer, Las Vegas	7.50	J. J. Tuckfield, Las Vegas	7.50
E. Horstman, Las Vegas	7.50	Tony Schwebig, Las Vegas	7.50
California Hotel, Las Vegas	7.50	LIVERY STABLE	
Monta House, Las Vegas	7.50	Nevada Livery, Las Vegas	7.50
Union House, Las Vegas	7.50	Dan McDonald, Las Vegas	7.50
Lon Groesbeck, Las Vegas	7.50	CIGARETTES	
J. & L. Holcomb, Las Vegas	7.50	Wharton Drug Co., Las Vegas	15.00
Mrs. J. A. Gibson, Searchlight	7.50	Hicks & Co., Las Vegas	15.00
Mrs. Watson, Las Vegas	7.50	Cheney Drug Co., Las Vegas	15.00
W. J. Powers, Moapa	7.50	POOL	
T. W. Sloan & Co., Moapa	7.50	T. H. Champenoy, Moapa	5.00
Mrs. Mary Squires, Las Vegas	7.50	Union Hotel, Las Vegas	5.00
Mrs. May Goodwin, Las Vegas	7.50	Nevada Club, Moapa	5.00
Tom Sakai, Las Vegas	7.50	C. E. Burdick, Searchlight	5.00
Ella Mason, Las Vegas	7.50	Schurtliff Amusement Co., Overton	5.00
M. F. Cardoso, Searchlight	7.50	Al James, Las Vegas	15.00
LODGING-HOUSE		A. H. Kramer, Las Vegas	15.00
L. V. L. & W. Co., Las Vegas	7.50	Hicks & Co., Las Vegas	30.00
Anita Gonzales, Las Vegas	7.50	THEATERS	
Ed. Van, Las Vegas	7.50	Majestic Theater, Las Vegas	75.00
Al. James, Las Vegas	7.50	Clark's Show, Las Vegas	20.00
Annetta Burt, Las Vegas	7.50	Clark Brothers' Show, Overton	10.00
George Bardon, Las Vegas	7.50	BANKING	
W. H. Hudgins, Las Vegas	7.50	First State Bank, Las Vegas	35.00
MERCHANDISE		AUTOMOBILE	
Ed. W. Clark Forwarding Co., Las Vegas	11.25	Searchlight-Nipton Trans. Co., Searchlight	7.50
National Ice Co., Las Vegas	7.50	James Cashman, Searchlight	7.50
A. W. Jurden Lumber Co., Las Vegas	7.50	RURAL LIQUOR	
Ed Van Toble Lumber Co., Las Vegas	7.50	White & Treahearne, Crescent	15.00
Wharton Drug Co., Las Vegas	7.50	RETAIL LIQUOR	
Apfin & Co., Las Vegas	7.50	T. H. Champenoy, Moapa	30.00
U. W. Beckley, Las Vegas	7.50	M. Pollard, Las Vegas	30.00
Hicks & Co., Las Vegas	7.50	R. H. Schaeffer, Las Vegas	30.00
Thomas Department Store, Las Vegas	11.25	Anita Gonzales, Las Vegas	30.00
W. D. Worrell, Las Vegas	7.50	C. A. Haller, Las Vegas	30.00
G. H. French, Las Vegas	7.50	Union Bar, Las Vegas	30.00
Cheney Drug Co., Las Vegas	7.50	Lon Groesbeck, Las Vegas	30.00
Atkinson & Serfling, Las Vegas	7.50	J. & L. Holcomb, Las Vegas	30.00
J. R. Hartford, Las Vegas	7.50	Yount & Fayle, Jean	30.00
Yount & Fayle, Jean	7.50	Yount & Fayle, Goodsprings	30.00
Yount & Fayle, Goodsprings	7.50	Nevada Club, Moapa	30.00
Crescent Merc. Co., Crescent	7.50	C. E. Burdick, Searchlight	30.00
Schurtliff Amusement Co., Overton	7.50	Annetta Burt, Las Vegas	30.00
Whitehead Brothers, Overton	7.50	Dan Hickey, Las Vegas	30.00
T. W. Sloan & Co., Moapa	7.50	George Bardon, Las Vegas	30.00
James E. Hughes, Mesquite	7.50	W. H. Hudgins & Co., Las Vegas	30.00
J. E. Hastings, Nelson	7.50	Hotel Nevada Mining Co., Las Vegas	30.00
Joe Harry, Las Vegas	7.50	Al. James, Las Vegas	30.00
Ralph Thomas, Las Vegas	11.25	Ed. Van, Las Vegas	30.00
Curdie-Wilson Grocery Co., Las Vegas	7.50	William Burkhardt, Las Vegas	30.00
E. Bunker, Jr., Bunkerville	7.50	J. W. Horden, Las Vegas	30.00
Pacific Fruit Express, Las Vegas	11.25	Henry Squires, Las Vegas	30.00
L. W. Godin, Searchlight	7.50	M. F. Cardoso, Searchlight	30.00
Searchlight Merc. Co., Searchlight	11.25	Rudolph Voss, Searchlight	30.00
F. W. Elliott, Las Vegas	7.50		
George Miller, Las Vegas	7.50		
			\$1,654.75

DOUGLAS COUNTY

MERCHANDISE			
Abe Ambrose, Genoa	\$5.00	Martha L. Heitman, Gardnerville	\$7.50
Arent Jensen Co., Gardnerville	15.00	E. V. Feltie, Genoa	7.50
Wood-Nelson Co., Minden	15.00	Russell Brothers, Sheridan	7.50
Chris Christopherson, Minden	7.50	John Lloyd, Centerville	7.50
H. A. N. Todd, Gardnerville	7.50	Sierra Nevada W. & L. Co., Minden	7.50
Henry Rosenbrock, Gardnerville	7.50	Rogell Jensen, Gardnerville	7.50
A. W. H. Helberg, Gardnerville	7.50	Oregon Woolen Mills, Gardnerville	6.25
O. O. Hougner, Gardnerville	7.50	RURAL LIQUOR	
Morris Harris, Gardnerville	7.50	H. W. F. Luhrs, Waterloo	15.00
Mrs. Irene Kajah, Gardnerville	7.50	Victor Bull, Centerville	15.00
Kane Drug Co., Gardnerville	7.50	E. L. Ward, Buckskin	15.00
Howard Brothers, Gardnerville	7.50	Ed. F. Donovan, Holbrook	15.00

RETAIL LIQUOR		LIVERY STABLE	
A. E. Brocklin, Sheridan	\$30.00	Sin Toon, Gardnerville	\$7.80
Frank Fetic, Genoa	30.00	Bob Yam, Gardnerville	7.60
Henry Champagne, Genoa	30.00	Bodewits & Sattler, Gardnerville	7.60
H. W. Starke, Gardnerville	30.00	CIGARETTES	
August Lyle, Gardnerville	30.00	Arent Jensen Co., Gardnerville	15.00
J. A. Detting, Gardnerville	30.00	Morris Harris, Gardnerville	15.00
Leo Detrich, Gardnerville	30.00	Wood-Nelson Co., Minden	15.00
Jespersen & Larsen, Gardnerville	30.00	BILLIARDS	
William Ritchford, Gardnerville	30.00	H. W. Starke, Gardnerville	5.00
L. K. Rahbeck, Gardnerville	30.00	Jespersen & Larsen, Gardnerville	5.00
Mrs. George Brown, Gardnerville	30.00	J. A. Detting, Gardnerville	5.00
Arthur Nelson, Gardnerville	30.00	Arthur Nelson, Gardnerville	5.00
Pedrol & Yam, Gardnerville	30.00	AUTOMOBILE	
C. F. W. Dangberg, Minden	30.00	A. W. H. Helberg, Gardnerville	7.50
Bodewits & Sattler, Gardnerville	30.00	William Kruse, Gardnerville	7.50
Joe Sonzogni, Gardnerville	30.00	J. A. Detting, Gardnerville	7.50
BANKING		C. O. D. Garage, Minden	7.50
Farmers Bank of Minden, Minden	36.00	A. C. Teineke, Gardnerville	2.50
Douglas County Farmers Bank, Gardnerville	36.00	FEDDLING	
HOTEL		N. Y.-Havana Cigar Co., Douglas County	25.00
Mr. Raycraft, Genoa	7.50	RETAIL STATE LIQUOR	
E. L. Wyatt, Genoa	7.50	Bodewits & Settler, Gardnerville	\$12.50
Mrs. George J. Brown, Gardnerville	7.50	Joe Sansorge, Gardnerville	12.50
P. K. Rahbeck, Gardnerville	7.50		
William Ritchford, Gardnerville	7.50		
H. W. Starke, Gardnerville	7.50		
H. W. F. Lohra, Waterloo	7.50		
Ed. F. Donovan, Holbrook	7.50		
W. O. Landrett, Minden	7.50		
August Lyle, Gardnerville	7.50		

ELKO COUNTY

RETAIL LIQUOR		RURAL LIQUOR	
J. O. Andrews, Jarbidge	\$30.00	C. E. Perry, Currie	\$30.00
George Allen, Wells	30.00	A. Puccinelli, Elko	30.00
Manuel Antonio, Tuscarora	30.00	P. P. Parsons, Montello	30.00
C. Baumbach, Elko	30.00	D. Quilici Brothers, Wells	30.00
Nettie Thurmond, Elko	30.00	Quilici Brothers, Wells	30.00
Hattie Barber, Elko	30.00	Robinson & Ouderkirk, Elko	30.00
Commercial Hotel, Elko	30.00	H. J. Rutherford, Deeth	30.00
D. Calden, Carlin	30.00	Rountree & Co., Elko	30.00
Charles Catlin, Tecoma	30.00	George Rosenfelt, Midas	30.00
John W. Cody, Midas	30.00	S. C. Shirley, Elko	30.00
John Bononomo, Elko	30.00	Smith & Raymond, Contact	30.00
F. A. Carillo, Elko	30.00	Will Stinson, Elko	30.00
Case & Molan, Midas	30.00	D. D. Sabala, Elko	30.00
I. G. Clark, Elko	30.00	Al Street, Carlin	30.00
Currey & McMurtrey, Elko	30.00	Smith & Haymond, Wells	30.00
Joseph Conley, Wendover	30.00	Success Liquor Co., Jarbidge	30.00
Lizzie Callahan, Midas	30.00	J. B. Webster, Deeth	30.00
Loe Cole, Wells	30.00	Telescope Hotel, Elko	30.00
Clark & Gooding, Elko	30.00	Ed. Todd, Tuscarora	30.00
William Drake, Wells	30.00	F. H. Vanvoltenburg, Carlin	30.00
E. B. Dozier, Jarbidge	30.00	Ethel Wilson, Carlin	30.00
D. J. D'Arcy, Carlin	30.00	Richard Weston, Midas	30.00
Ollie Day, Elko	30.00	C. R. Edison, Currie	30.00
A. Fisher, Wells	30.00	MERCHANDISE	
Mike Farina, Metropolis	30.00	Burgy & Green, Twin Springs	15.00
Myrtle Faust, Elko	30.00	Balbino Archibal, Jack Creek	15.00
Jean Field, Elko	30.00	Cobre Mercantile Co., Cobre	15.00
J. W. Firth, Wells	30.00	May J. Cota, Edgemont	15.00
Charles Graham, Charleston	30.00	Nick Del Duke, Proctor	15.00
J. C. Griffin, Jarbidge	30.00	Mrs. J. J. Garecht, Elko	15.00
N. F. Guidager, Elko	30.00	Hardy & Duval, Fort Halleck	15.00
E. M. Guttridge, Elko (2)	30.00	Hankins & Jones, Hyilton	15.00
F. Grandy, Tuscarora	30.00	J. F. Murley, Shafter	15.00
Phil Harney, Wells	30.00	W. F. Mahoney, North Fork	15.00
Barney Horn, Tuscarora	30.00	Ed. Oldham, Fox Springs	15.00
F. H. Horn, Tuscarora	30.00	T. S. Parks, Parks Station	15.00
Hotel Metropolis, Metropolis	30.00	Jack Richards, Rattlesnake Springs	15.00
J. A. Isola, Carlin (2)	30.00	Tobar Mercantile Co., Tobar	15.00
Pete Janigui, Elko	30.00	Wines & Rafton, Halleck	15.00
Mabel Johnson, Elko	30.00	Sam Quilici, Bullion	15.00
Krametos & Panagakes, Elko	30.00	MERCHANDISE	
Ben Klatt, Elko	30.00	Armstrong & Hayes, Elko	7.50
W. F. Lineberger, Carlin	30.00	M. Badt & Co., Metropolis	11.25
F. V. Mahoney, Deeth	30.00	M. Badt & Co., Wells	15.00
William Morgan, Wendover	30.00	C. Buckle, Carlin	7.50
Cecil Moore, Wells	30.00	George W. Brady & Co., Midas	7.50
Nevada Hotel Bar, Wm. Budd, Tuscarora	30.00	Beckhard & Eva, Jarbidge	7.50
Nevada Saloon, John Brown, Elko	30.00	J. R. Boyle & Co., Midas	7.50
Ben Pearson, Montello	30.00	Balbino Archibal, Jack Creek	7.50
Mrs. A. Pounds, Contact	30.00	H. Braining, Jarbidge	7.50
Parker & Covert, Deeth	30.00	Cobre Mercantile Co., Cobre	7.50
L. S. Pratt, Contact	30.00	Mrs. Elsie Campbell, Elko	7.50
H. C. Porter, Elko	30.00	Ed. Carville, Elko	7.50
G. Puccinelli, Elko	30.00	Wm. Z. Connolly, Wells	7.50
		Carlin Mercantile Co., Carlin	7.50

Mrs. A. L. Carey, Tuscarora	\$7.50	Commercial Hotel, Elko	\$25.00
William Curo, Jarbidge	7.50	Rountree & Co., Elko	15.00
L. I. Dreeben, Elko	11.25	Wheeler & Co., Elko	15.00
William Dayton, Elko	7.50	AUTOMOBILE	
Nick Del Duke, Proctor	7.50	George Boyce, Elko	2.50
Elko Drug Co., Elko	11.25	Elko Automobile Co., Elko	7.50
Elko Lumber Co., Elko	15.00	A. W. Hesson Co., Elko	2.50
Engler Company, Elko	11.25	Nevada Auto Co., Elko	7.50
Elko Mercantile Co., Elko	11.25	Phil Sharp, Ruby Valley	5.00
Elko Auto Co., Elko	7.50	Ran Streeter, Elko	7.50
Elko Plumbing Co., Elko	7.50	HOTEL	
Mrs. G. Fisher, Jarbidge	7.50	The Elwood, Carlin	7.50
Theo. Fersthand, Elko	7.50	Cobre Mercantile Co., Cobre	7.50
E. G. Reynolds, Currie	7.50	Commercial Hotel, Elko	7.50
A. W. Goble, Wells	7.50	Elko Hotel, Elko	7.50
C. Gallo, Elko	7.50	Hotel Metropolis, Metropolis	7.50
Grether Candy Co., Elko	7.50	J. A. Isola, Carlin	7.50
G. S. Garcia, Elko	7.50	Pete Jaurigui, Elko	7.50
W. B. Griffith, Elko	7.50	W. F. Lineberger, Carlin	7.50
Hi Chung Lung, Tecoma	7.50	Mayer Hotel, Elko	7.50
James Hay & Co., Elko	11.25	Mrs. N. C. Meader, Elko	7.50
Dean Harrison, Elko	7.50	G. Puccinelli, Elko	7.50
Hylton & Hanna, Hylton	11.25	Southern Pacific Co., Montello	7.50
A. W. Hesson & Co., Elko	22.50	Southern Pacific Co., Carlin	7.50
Henderson & Fairchild, Tuscarora	7.50	D. D. Sabala, Elko	7.50
William Harrah, Elko	7.50	Al Street, Carlin	7.50
W. H. Judson, Jarbidge	7.50	Telescope Hotel, Elko	7.50
C. A. Harrington, Elko	7.50	RESTAURANT	
J. Hillsbery, Arthur	7.50	John Bononomo, Elko	7.50
Hornbuckle & Giles, Wells	7.50	Elk Cafe, Elko	7.50
J. A. Isola, Carlin	7.50	Ng Hing, Elko	7.50
S. Jacobs, Elko	11.25	On & Co., Elko	7.50
Wee. Johnson Company, Montello	7.50	Ching On, Tuscarora	7.50
Kee Chong, Wells	7.50	Charlie Sing, Montello	7.50
Krametos & Panagakes, Elko	7.50	Charlie Sing, Wells	7.50
W. A. Kent, Contact	7.50	POOL	
Frank Kawaguchi, Halleck	7.50	Commercial Hotel, Elko	10.00
Lamolle Merc. Co., Lamolle	11.25	D. Caden, Carlin	10.00
Wah Lung, Elko	7.50	Charles Catlin, Tecoma	5.00
Lena Lewis, Montello	7.50	L. G. Clark, Elko	5.00
J. C. Lee, Tecoma	7.50	Currey & McMurtrey, Elko	5.00
Hi Loy Co., Elko	7.50	William Curo, Jarbidge	5.00
W. F. Lineberger, Carlin	7.50	E. B. Dozier, Jarbidge	5.00
Dora Lamar, Tuscarora	7.50	N. P. Guldager, Elko	5.00
Metropolis Merc. Co., Metropolis	11.25	Phil Harney, Wells	5.00
McCall, Smiley Co., Deeth	11.25	J. A. Isola, Carlin	5.00
J. T. McCormick, Jarbidge	7.50	Krametos & Panagakes, Elko	5.00
H. E. McTaggart, Contact	7.50	Ben Klatte, Elko	5.00
Mrs. I. N. Nicely, Deeth	7.50	W. F. Lineberger, Carlin	5.00
J. R. Nuttall, Wells	7.50	F. V. Mahoney, Deeth	10.00
J. H. Peck, White Rock	7.50	G. Puccinelli, Elko	5.00
T. S. Parks, Parks Station	7.50	A. Puccinelli, Elko	5.00
Joe Plunket, Elko	7.50	H. J. Rutherford, Deeth	5.00
Plunket Brothers, Mountain City	7.50	Southern Pacific Co., Carlin	10.00
A. Primeaux Co., Tuscarora	11.25	Will Stinson, Elko	5.00
Arthur A. Primeaux, Midas	7.50	J. B. Webster, Deeth	5.00
Quong Wing, Carlin	7.50	Wheeler & Co., Elko	25.00
Golden Rule Mercantile Co., Elko	11.25	J. O. Andrews, Jarbidge	5.00
Reinhart Company, Elko	11.25	BILLIARDS	
Mrs. A. K. Rose, Tuscarora	7.50	Commercial Hotel, Elko	5.00
Rountree & Co., Elko	7.50	William Drake, Wells	5.00
Sing Lee, Carlin	7.50	A. Fisher, Wells	5.00
Soya Lung, Wells	7.50	Phil Harney, Wells	5.00
A. W. Sewell & Co., Tuscarora	11.25	Pete Jaurigui, Elko	5.00
J. B. Scott, Rolands	7.50	Southern Pacific Co., Carlin	5.00
W. T. Smith Company, Elko	22.50	COMMON CARRIER	
J. G. Schmidt, Wells	7.50	Globe Express Co., Elko	37.50
Mrs. R. Sperlich, Carlin	7.50	BANKING	
H. L. Stoner, Metropolis	7.50	Henderson Banking Co., Elko	36.00
South Fork Merc. Co., South Fork	7.50	Bank of Wells, Wells	36.00
George Strohle, Jarbidge	7.50	THEATER	
Stephenson Drug Co., Metropolis	7.50	Hunter Theater, Elko	75.00
Tobar Mercantile Co., Tobar	7.50	PEDDLER	
J. Thompson (Palace), Elko	7.50	J. S. Younes, Wells	10.00
Vin Land & Stock Co., San Jacinto	7.50	John Klein, Elko	10.00
E. S. Van Leer, Elko	7.50	RETAIL STATE LIQUOR	
Verdi Lumber Co., Elko	15.00		
L. J. Wintermantel, Elko	7.50	Hardy & Duval, Fort Halleck	\$12.50
S. L. Wines, Ruby Valley	7.50	Will Stinson, Elko	12.50
S. L. Wines, Halleck	11.25	F. H. Van Voltenburg, Carlin	12.50
Wheeler & Co., Elko	7.50	Myrtle Faust, Elko	12.50
Wilson & Devere, Elko	11.25	Ben Klatte, Elko	12.50
J. W. Howell, Elko	7.50	H. C. Porter, Elko	12.50
J. S. Younes, Elko	7.50	Smith & Haymond, Contact	12.50
Deeth Mercantile Co., Deeth	7.50	Barney Horn, Tuscarora	12.50
Mrs. M. C. Menking, Jarbidge	15.00	CIGARETTES	
M. Badt & Co., Wells	15.00		

\$4,125.75

ESMERALDA COUNTY

RETAIL LIQUOR	
Marguerette Barra, Goldfield	\$30.00
Alex & Martin, Goldfield	30.00
J. Rooney, Goldfield	30.00
Lasio & Webber, Goldfield	30.00
Young & Turner, Goldfield	30.00
J. J. Jackowitz, Jumbo	30.00
James Feddersen, Goldfield	30.00
J. G. F. Berghanser, Goldfield	30.00
Joe Barra, Goldfield	30.00
Winter & McNulty, Goldfield	30.00
Hans Peterson, Goldfield	30.00
Lay & McGee, Goldfield	30.00
Chatham & Fisher, Goldfield	30.00
Charles Evans, Goldfield	30.00
Murray & Keating, Goldfield	30.00
Mrs. R. Maxgut, Goldfield	30.00
M. Mograndi, Goldfield	30.00
Rose McArdle, Goldfield	30.00
M. F. Hill, Goldfield	30.00
James Bruce, Columbia	30.00
Goldfield Hotel, Goldfield	30.00
Hennitage, Inc., Goldfield	30.00
Gus Pistinat, Goldfield	30.00
John Avaxini, Goldfield	30.00
Impola & Korpi, Goldfield	30.00
James Gloza, Goldfield	30.00
William Cunningham, Goldfield	30.00
McKay & Dulmaine, Goldfield	30.00
Church & Sewell, Goldfield	30.00
Charles Brocklins, Goldfield	30.00
Alice Sheffield, Goldfield	30.00
A. O. Anderson, Goldfield	30.00
William Shimmel, Goldfield	30.00
George Bielick, Goldfield	30.00
W. F. Rendant, Goldfield	30.00
Futach Brothers, Goldfield	30.00
Tadiah Brothers, Mary Mine	30.00
Rogers & Co., Mary Mine	30.00
L. P. McKelvey, Blair	30.00
J. L. Pabst, Goldfield	30.00
Elks Club, Goldfield	30.00
John Smith, Columbia	30.00
Chris Zenklensen, Goldfield	30.00
T. W. Brown, Blair	30.00
P. H. Toobey, Goldfield	30.00
A. O. Mitchell, Hornsilver	30.00
Burke Brothers, Hornsilver	30.00
Seemsmith & Davies, Millers	30.00
O. D. Smith, Millers	30.00
Morris Brothers, Goldfield	30.00
Ed. Kramer, Goldfield	30.00
John Shirley, Goldfield	30.00
Arthur Merahon, Goldfield	30.00
Clyde Van Patten, Klondyke	10.00
Ed. J. Kennedy, Goldfield	30.00
Hahn & Burkhardt, Goldfield	30.00
RURAL LIQUOR	
Emil Hanfman, Blair	15.00
MERCHANDISE	
Mr. Royce, Goldfield	2.50
Charles Dunn & Co., Goldfield	7.50
Allen Coal Co., Goldfield	7.50
Xavier Jean, Goldfield	7.50
Karl Trepz, Goldfield	7.50
D. B. Kovacevic, Goldfield	7.50
Marguerette McGrady, Goldfield	7.50
Hans Peterson, Goldfield	7.50
C. P. Jensen, Goldfield	7.50
H. J. McGhan, Goldfield	7.50
Goldfield Hotel Co., Goldfield	7.50
Chicago Furniture Co., Goldfield	7.50
S. F. Fitchett, Goldfield	7.50
Cullyford & Drabnick, Goldfield	11.25
M. C. Peterman, Goldfield	7.50
Esmeralda Tea and Coffee Co., Goldfield	7.50
Rogers & Reynolds, Goldfield	7.50
Palace Hardware and Grocery Co., Goldfield	15.00
Standard Oil Co., Goldfield	11.25
St. Pierre Nevada Shoe Co., Goldfield	11.25
Thomas Jennings, Goldfield	7.50
Broadway Bakery, Goldfield	7.50
James Gloza, Goldfield	7.50
Peter Hausleiter, Goldfield	7.50
Darby Produce Co., Goldfield	7.50
Cody & Dermody, Goldfield	7.50
Burley & Woodward, Goldfield	7.50
Burley & Woodward, Goldfield	15.00
M. W. Jelinek, Goldfield	7.50
E. Marks, Goldfield	7.50
T. and G. Meat Co., Goldfield	11.25
Hunter Dry Goods Co., Goldfield	11.25
A. S. Olds, Goldfield	7.50
W. B. Bair & Son, Goldfield	7.50
Harry L. Kane, Goldfield	7.50
B. Shemanski, Goldfield	7.50
John Tennant, Goldfield	7.50
S. Jonassen & Son, Goldfield	7.50
Joe Juisti, Goldfield	7.50
National Coal Co., Goldfield	7.50
J. W. Stewart & Co., Goldfield	7.50
F. V. Meginness & Co., Silver Peak	7.50
W. C. Ross, Lida	7.50
E. V. Hatch, Goldfield	7.50
Tribune Stationery Stand, Goldfield	7.50
Richard C. Laub, Columbia	7.50
Barnes Brothers, Goldfield	7.50
Gus Landgraf, Goldfield	7.50
Nevada Packing Co., Goldfield	11.25
F. S. Hunt, Goldfield	11.25
Mrs. O. A. Berg, Goldfield	7.50
Verdi Lumber Co., Goldfield	11.25
Charette Drug Co., Goldfield	7.50
Cy. Rice, Goldfield	7.50
W. F. Rendant, Goldfield	7.50
Nevada-California Power Co., Goldfield	11.25
A. Ruf, Goldfield	7.50
Pittsburg-Silver Peak G. M. Co., Blair	11.25
Crater Store, Mary Mine	7.50
R. T. Rochford, Blair	7.50
Southern Nevada Grocery Co., Goldfield	11.25
Mrs. R. McKeone, Goldfield	7.50
Clements & Bruder, Goldfield	7.50
Clements & Bruder, Goldfield	7.50
Bragg & Swanson, Goldfield	7.50
Esmeralda Furn. and Hdw. Co., Goldfield	7.50
Otto Splettenosser, Goldfield	7.50
Dick Donnelly, Goldfield	7.50
The E. R. Collins Mercantile Co., Goldfield	11.25
B. I. Barlow, Goldfield	7.50
Nesbitt Brothers, Goldfield	11.25
Felis Brothers, Goldfield	7.50
F. Friedman, Goldfield	11.25
Cramer & Erickson, Goldfield	7.50
Mrs. Davey, Goldfield	7.50
John Carlson, Millers	7.50
Goldfield Con. Water Co., Goldfield	15.00
J. G. Damsky, Goldfield	7.50
Mr. Ewing, Goldfield	7.50
T. & G. Grocery, Goldfield	11.25
Nellie Cannon, Goldfield	7.50
Goldfield Shoe and Clothing Co., Goldfield	11.25
Dale Brothers, Millers	7.50
Pioneer Meat Market, Millers	7.50
Pioneer Drug Co. No. 1, Goldfield	7.50
Pioneer Drug Co. No. 2, Goldfield	7.50
R. H. Matthews, Goldfield	7.50
Tremain & Bevin, Goldfield	7.50
Polin Brothers, Goldfield	7.50
Walsh & Falvey, Goldfield	7.50
Salm Aboudara, Goldfield	2.50
Wood-Sullivan Co., Goldfield	11.25
C. A. Sheek & Co., Goldfield	7.50
Murdo McKenzie, Goldfield	7.50
Mr. Royce, Goldfield	7.50
Mrs. Potter, Goldfield	7.50
Charles Dunn & Co., Goldfield	7.50
C. H. Olds, Goldfield	7.50
Mary Mauer, Goldfield	7.50
E. Weyle, Goldfield	7.50
S. M. Callan & Co., Goldfield	7.50
W. Ballantyne, Goldfield	7.50
CIGARETTES	
Mr. Royce, Goldfield	5.00
J. G. F. Berghanser, Goldfield	11.25
Goldfield Hotel Co., Goldfield	15.00
J. G. Damsky, Goldfield	15.00
Mr. Ewing, Goldfield	15.00
Mr. Royce, Goldfield	15.00
S. M. Callan & Co., Goldfield	15.00
LODGING-HOUSE	
Lasio & Webber, Goldfield	7.50

Anna L. Miller, Goldfield	\$7.50	AUTOMOBILE	
George Bietick, Goldfield	7.50	Brown-Parker Auto Co., Goldfield	\$7.50
Mrs. Call Lay, Goldfield	7.50	William Pagenkopf, Goldfield	7.50
Mrs. Richards, Goldfield	7.50	LIVERY	
Esmeralda Hotel, Goldfield	7.50	B. C. DeGarmo, Goldfield	7.50
RESTAURANT		Kibby & Johnson, Goldfield	7.50
J. J. Jackowatz, Jumbo	7.50	John Cleary, Blair	7.50
Mrs. R. Margut, Goldfield	7.50	DANCE HALL	
James Bruce, Columbia	7.50	Arthur Mershon, Goldfield	500.00
Dell Wells, Goldfield	7.50	BROKERAGE	
Mrs. Witt, Dad's Kitchen, Goldfield	7.50	Vardaman & Portia, Goldfield	20.00
Mrs. Seawell, Goldfield	7.50	Richardson & Fenwick, Goldfield	20.00
Bodega Cafe, Goldfield	7.50	Charles S. Sprague & Co., Goldfield	20.00
Jennie Kennedy, Goldfield	7.50	H. B. Lind & Co., Goldfield	20.00
Mrs. Sax, Goldfield	7.50	COMMON CARRIER	
Joe Bennett & Harry Wirkula, Goldfield	7.50	Wells, Fargo & Co., Goldfield	\$7.50
Scott & Bean, Goldfield	7.50		
Success Cafe, Goldfield	2.50		\$3,562.50
HOTEL		RETAIL STATE LIQUOR	
Goldfield Hotel Co., Goldfield	11.25	Emil Hauffman, Cuprite	\$12.50
Blair Hotel, Blair	7.50	Cheatham & Fisher, Goldfield	12.50
Adaven Hotel, Blair	7.50	Impola & Korpi, Goldfield	12.50
Maggie Waters, Goldfield	7.50	John Smith, Columbia	12.50
Mrs. Clarke, Goldfield	7.50	Mrs. Sax, Goldfield	12.50
POOL		Clyde Van Patten, Klondyke	12.50
Murray & Keating, Goldfield	25.00	WHOLESALE STATE LIQUOR	
Hermitage, Inc., Goldfield	10.00	The E. R. Collins Mercantile Co., Goldfield	25.00
A. E. Thomas, Goldfield	15.00		
BANKING			\$100.00
John S. Cook & Co., Goldfield	75.00		

EUREKA COUNTY

MERCHANDISE		RETAIL LIQUOR	
Beowawe Mercantile Co., Beowawe	\$11.25	Miles McKinnon, Palisade	30.00
Hong Hing, Eureka	7.50	Big Humboldt Saloon, Beowawe	30.00
Johnson Mercantile Co., Eureka	7.50	T. A. Burdick, Eureka	30.00
Miss Weber, Beowawe	7.50	A. Hintze, Eureka	30.00
H. M. Schneider Co., Eureka	7.50	Hotel Zadow, Eureka	30.00
Union Feed Corral, Eureka	7.50	Eureka Brewery Saloon, Eureka	30.00
Mineral Hill Mining Co., Mineral Hill	7.50	Railroad Exchange, Palisade	30.00
Diamond Castle, Eureka	7.50	A. Meriardo & Co., Palisade	30.00
Nick Ratto, Eureka	7.50	Club Saloon, Palisade	30.00
Charles Walker, Palisade	7.50	Montana Saloon, Buckhorn	30.00
A. T. Taylor, Eureka	7.50	Angelo Berrolo, Eureka	30.00
Mrs. F. Morris, Eureka	7.50	Brown Hotel, Eureka	30.00
John Reppetto, Eureka	7.50	Beowawe Mercantile Co., Beowawe	30.00
P. H. Hjul, Eureka	7.50	High Grade Saloon, Buckhorn	30.00
Oliver Major, Eureka	7.50	Exchange Saloon, Eureka	30.00
P. Paroni, Eureka	7.50	B. Siri & Co., Palisade	30.00
Biali & Co., Eureka	7.50	Buckhorn Hotel, Buckhorn	30.00
A. Meriardo & Co., Palisade	7.50	Pete Galli, Buckhorn	30.00
J. C. Tyler, Palisade	7.50	P. E. Galli, Eureka	30.00
C. F. Rickey & Co., Buckhorn	7.50	F. J. Brosamer, Eureka	30.00
A. McGilvery & Co., Buckhorn	7.50	Italian Saloon, Eureka	30.00
Rudolph Zadow, Eureka	7.50	G. B. Biala, Eureka	30.00
Mrs. A. Frazer, Eureka	7.50	Palisade Hotel, Palisade	30.00
Mrs. Rattazzi, Eureka	7.50	Owl Liquor Co., Eureka	30.00
F. C. Lewis, Eureka	7.50	Winchester Saloon, Palisade	30.00
Man Brothers, Eureka	7.50	The Town Pump, Eureka	30.00
Mrs. F. Morris, Eureka	7.50	Mrs. Rattazzi, Eureka	30.00
Eureka Supply Co., Eureka	7.50	RURAL LIQUOR	
G. B. Biall, Eureka	7.50	G. Gracchi, Windfall	15.00
D. Nostrosa, Eureka	7.50	Pete Bart, Mineral Hill	15.00
Toney Romano, Eureka	7.50	Mrs. W. L. McGregor, Blackburn	15.00
HOTEL		Victor Venturino, Mineral Hill	15.00
Beowawe Mercantile Co., Beowawe	7.50	LIVERY STABLE	
Brown Hotel, Eureka	7.50	Fletcher Brothers, Eureka	7.50
Zadow Hotel, Eureka	7.50	POOL	
Palisade Hotel, Palisade	7.50	B. Siri & Co., Palisade	5.00
LODGING-HOUSE			
Angelo Berrolo, Eureka	7.50		\$1,198.75
Winchester Saloon, Palisade	7.50	RETAIL STATE LIQUOR	
Antone Meriardo, Palisade	7.50	G. Gracchi, Windfall	\$12.50
J. C. Tyree, Buckhorn	7.50	Buckhorn Hotel, Buckhorn	12.50
Ah Sing, Eureka	7.50	Peter Galli, Buckhorn	12.50
Victor Venturino, Mineral Hill	7.50		\$37.50

HUMBOLDT COUNTY

RETAIL LIQUOR			
F. St. Clair & Bain, Golconda	\$30.00	L. A. Crotty, Lovelock	30.00
J. W. Weipper, Winnemucca	30.00	Lyle Brown, Winnemucca	30.00
C. Hershey, Imlay	30.00	Steve Herzog, Lovelock	30.00
Louise Coleman, Winnemucca	30.00	Rita Ogden, Winnemucca	30.00
J. B. Fayant, Golconda	30.00	Harry Calina, Lovelock	30.00
R. L. Davis & Co., Golconda	30.00	Blanche Hayes, Lovelock	30.00

AUTOMOBILE		CIGARETTES	
Summerfield Company, Winnemucca	\$7.50	LaFayette Hotel Co., Winnemucca	\$15.00
E. A. Smith, Winnemucca	7.50	Owl Pharmacy Co., Seven Troughs	5.00
C. E. Haviland & Co., Winnemucca	7.50	John H. Gates, Winnemucca	15.00
L. M. Marker, Lovelock	7.50	Winnemucca Merc. Co., Winnemucca	15.00
O. Marker, Lovelock	7.50	William Bradley, Winnemucca	15.00
Smith & Hammond, Lovelock	7.50	Mrs. Cooney, Winnemucca	15.00
R. Keyworth, Lovelock	7.50	A. Ruckteschler, Winnemucca	15.00
BILLIARDS		L. E. Beeson, Lovelock	15.00
F. St. Clair & Bain, Golconda	5.00	Phil Blume, Winnemucca	15.00
R. L. Davis & Co., Golconda	5.00	Scoggan & Westcoat, Winnemucca	15.00
George Bodine & Co., Lovelock	5.00		
Charles Arabio & Co., Lovelock	5.00		\$3,665.00
J. A. Crotty, Lovelock	5.00	SHEEP	
Tom Bangs, Seven Troughs	5.00	Adrain Bernard, Humboldt County	\$75.00
La Fayette Hotel Co., Winnemucca	5.00	Julien Liotard, Humboldt County	250.00
La Fayette Hotel Co., Winnemucca	5.00		
J. H. Bible, Lovelock	10.00		\$325.00
J. H. Gates, Winnemucca	10.00	RETAIL STATE LIQUOR	
G. M. Fugitana, Lovelock	10.00	St. Clair & Bain, Golconda	\$12.50
Mrs. E. L. Connell, Lovelock	5.00	C. Hershey, Imlay	12.50
Stevens & Johnson, National	5.00	Louise Coleman, Winnemucca	12.50
P. Zunini, Lovelock	5.00	L. R. Grannis, Chafey	12.50
Big Meadows Inv. Co., Lovelock	5.00	M. Moncure & Eva Baker, Winnemucca	12.50
Scoggan & Westcoat, Winnemucca	10.00		
			\$62.50

LANDER COUNTY

RETAIL LIQUOR		A. P. Maestretti, Austin	
H. C. Raleigh, Tenabo (rural)	\$15.00	W. H. Whitburn & Son, Austin	7.50
Nellie Border, Battle Mountain	30.00	Tenabo Mill and Mining Co., Cortez	7.50
Jenny Tracy, Battle Mountain	30.00	RESTAURANT	
Baugh & Russey, Battle Mountain	30.00	Sam Yick & Co., Austin	7.50
John B. Dunstan, Austin	30.00	E. O. Eckman, Battle Mountain	7.50
Fred Altenburg, Battle Mountain	30.00	Manzo Hase, Austin	7.50
John Balanstrui, Battle Mountain	30.00	Jim Toy, Battle Mountain	7.50
H. J. Berry, Battle Mountain	30.00	Hong Moon, Battle Mountain	7.50
Ramon Oyarbide, Battle Mountain	30.00	LODGING-HOUSE	
L. E. Kendrick, Battle Mountain	30.00	Watt & Ingram, Austin	7.50
Manuel Aberasturi, Carroll	30.00	William Easton, Austin	7.50
Manuel Aberasturi, Austin	30.00	HOTEL	
V. L. Rose, Hilltop	30.00	Fred Altenburg, Battle Mountain	7.50
Charles Grayham, Battle Mountain	30.00	W. C. Hancock, Battle Mountain	7.50
Frank Gomes, Battle Mountain	30.00	Mrs. J. A. Bianchi, Hilltop	7.50
Frank Gomes, Copper Canyon	30.00	Tenabo Mill and Mining Co., Cortez	7.50
Antone Angelo, Battle Mountain	30.00	LIVERY STABLE	
Dunstan & Willa, Carroll	30.00	John S. Recend, Austin	7.50
Chris J. Nelson, Hilltop	30.00	L. Andrews, Battle Mountain	7.50
William Easton, Austin	30.00	W. G. Francis, Austin	7.50
Magnolia Saloon, Austin	30.00	William Doyle, Battle Mountain	7.50
Domingo Acorda, Austin	30.00	William Licking, Battle Mountain	7.50
C. Mestratus, Austin	30.00	POOL	
Watt & Ingram, Austin	30.00	Watt & Ingram, Austin	10.00
Ramon Oyarbide, Austin	30.00	William Easton, Austin	5.00
N. Paulsen, Carroll	30.00	Ramon Oyarbide, Austin	5.00
MERCHANDISE		BILLIARDS	
E. S. Mendive, Battle Mountain	11.25	Domingo Acorda, Austin	5.00
A. B. Cooper, Austin	7.50	Manuel Aberasturi, Austin	5.00
George A. Thorpe, Austin	7.50	Fred Altenburg, Battle Mountain	5.00
Austin Commercial Co., Austin	11.25	BANKING	
Ed Williams & Son, Austin	7.50	Horton Banking Co., Battle Mountain	36.00
Horton Mercantile Co., Battle Mountain	11.25	J. A. Miller, Austin	36.00
E. O. Swackhamer, Hilltop	7.50	CIGARETTES	
J. H. Trolson, Austin	7.50	Ramon Oyarbide, Battle Mountain	15.00
Robert Hogan, Austin	7.50		
J. A. Crescenzo, Austin	7.50		\$1,174.50
Dalton & Clifford, Austin	7.50	RETAIL STATE LIQUOR	
Harry Dodge, Austin	7.50	H. C. Raleigh, Tenabo	\$12.50
M. J. Escobar, Austin	7.50	Baugh & Russey, Battle Mountain	12.50
McIntyre-Starrett Co., Battle Mountain	7.50	Manuel Aberasturi, Carroll	12.50
A. D. Lemaire & Sons, Battle Mountain	11.25	Frank Gomes, Copper Canyon	12.50
Austin Meat Co., Austin	7.50		
H. A. Kearns, Austin	5.00		\$50.00
George A. Thorpe, Austin	5.00		

LINCOLN COUNTY

RETAIL LIQUOR		Joe Powers, Pioche	
George Warren, Caliente	\$30.00	John G. Brown, Pioche	30.00
East Side Bar, Caliente	30.00	Orlando Evangelisti, Royal City	30.00
Hans Olson, Caliente	30.00	J. A. Nesbitt, Bristol	30.00
Mrs. Nellie Denton, Caliente	30.00	O. W. Skinner, Caliente	30.00
Tony Martello, Caliente	30.00	Old Crow Bar, Caliente	30.00
Cliff House, Caliente	30.00	J. W. Fitzpatrick, Panaca	30.00
The Alamo, Caliente	30.00	Wyoming Saloon, Pioche	30.00
J. A. Nesbitt, Pioche	30.00	J. G. Small, Pioche	30.00
J. A. Clark, Pioche	30.00	Lynn St. Clair, Pioche	30.00

N. C. Johnson, Wabaska	\$7.50	Alex Cameron, Yerington	\$7.50
Thompson Merc. Co., Thompson	7.50	Mrs. E. C. Shidler, Mason	7.50
Chris. Stathis, Thompson	7.50	Charlotte Swasey, Wabaska	7.50
Mike Morsel, Hot Springs	7.50	L. E. Brawn, Wabaska	7.50
Mrs. R. S. Brooks, Yerington	7.50	AUTOMOBILE	
Rosachi & Co., Yerington	7.50	O. H. Bott, Mason	7.50
Ben Fukushima, Yerington	7.50	Charles Snyder, Yerington	7.50
Mrs. Mary Blakely, Yerington	7.50	Roy Hoffman, Yerington	7.50
C. M. Lamont, Mason	7.50	BANKING	
Mrs. A. C. Cruikshank, Mason	7.50	Lyon County Bank, Yerington	36.00
J. P. Grant, Mason	7.50	Mason Valley Bank, Mason	36.00
Smith Valley Merc. Co., Ludwig	7.50	CIGARETTES	
George Swasey, Ludwig	7.50	V. C. Bernard, Yerington	15.00
W. E. Reading Company, Wellington	7.50	J. Lawson, Silver City	15.00
W. H. Seeman, Morningstar	7.50	Barlow & Scott, Mason	15.00
G. S. Nye, Yerington	7.50	PEDDLER	
Paul Fletcher, Mason	7.50	H. Born, Lyon County	25.00
I. McDonald, Thompson	7.50	RETAIL STATE LIQUOR	
Pacific Portland Cement Co., Mound House	7.50	Farrell & Staples, Wabaska	\$12.50
William Harris, Yerington	5.00	H. F. Matell, Mason	12.50
LODGING HOUSE		George Plummer, Yerington	\$25.00
H. F. Holland, Yerington	7.50		
Mrs. A. C. Murray, Yerington	7.50		
George Plummer, Yerington	7.50		

MINERAL COUNTY

RETAIL LIQUOR		W. D. Jones, Luning	\$7.50
Williams & Willford, Sunland	\$30.00	A. Esber, Hawthorne	7.50
R. E. Badger, Thorne	30.00	Mina Meat Market, Mina	7.50
L. E. Girard, Queen	30.00	Nagel & Co., Rawhide	7.50
J. H. Stewart, Thorne	30.00	Max Bamberger, Rawhide	7.50
Williams & Willford, Sunland	30.00	J. C. Carter, Rawhide	7.50
Henel Brown, Mina	30.00	J. N. Adams Mercantile Co., Luning	7.50
Simon Knappe Co., Mina	30.00	Fulstone & Fredricks, Sweetwater	7.50
T. R. Pledge, Luning	30.00	G. B. Stannard, Hawthorne	7.50
McLeod & Whiteside, Mina	30.00	J. C. Betty, Candelaria	7.50
Charles Stacy, Rawhide	30.00	O. Gerbig, Hawthorne	7.50
Nagel & Co., Rawhide	30.00	P. J. Conway, Sweetwater	7.50
Rawhide Hotel, Rawhide	30.00	Mina Mercantile Co., Mina	11.25
B. F. Baker, Mina	30.00	RESTAURANT	
A. Miller, Hawthorne	30.00	Mrs. Mingle, Luckyboy	7.50
Fred Wallace, Hawthorne	30.00	J. M. Rawn, Mina	7.50
Dave Graham, Hawthorne	30.00	Hawthorne Restaurant, Hawthorne	7.50
Diamond Bar, Luckyboy	30.00	L. Mers, Rawhide	7.50
Ed Page, Basalt	10.00	Mrs. L. M. Cunningham, Hawthorne	7.50
O. D. Ingalls, Hawthorne	30.00	HOTEL	
RURAL LIQUOR		Simon Knappe Co., Mina	7.50
Yparraguirre Brothers, Sweetwater	15.00	Rawhide Hotel, Rawhide	7.50
Yparraguirre Brothers, Sweetwater	15.00	B. F. Baker, Mina	7.50
Spainhower & Manheim, Sodaville	15.00	BILLIARDS	
MERCHANDISE		Charles Stacy, Rawhide	10.00
Yparraguirre Brothers, Sweetwater	7.50		
Ah Chung, Hawthorne	7.50		
Paul Weiss, Luckyboy	7.50		
Yparraguirre Brothers, Sweetwater	7.50	RETAIL STATE LIQUOR	
		Ed. Page, Basalt	\$12.50

NYE COUNTY

RETAIL LIQUOR		Tonopah Liquor Co., Tonopah	\$30.00
I. C. Levy, Manhattan	\$30.00	Ackerman & Co., Tonopah	30.00
Inez Carter, Manhattan	30.00	C. Coblents, Tonopah	30.00
Dick Bennett, Round Mountain	30.00	Little Casino, Tonopah	30.00
John Leary, Round Mountain	30.00	Mixpah Hotel, Tonopah	30.00
Tony Brackett, Tonopah	30.00	C. Sorensen, Tonopah	30.00
Bartolini & Farnelli, Manhattan	30.00	R. J. Meyer, Rhyolite	30.00
Davis & Karlis, Tonopah	30.00	Tonopah Nevada Club, Tonopah	30.00
U. & I. Saloon, Tonopah	30.00	R. C. Johnston, Ione	30.00
Steve Baccovich, Tonopah	30.00	Antone Favera, Tonopah	30.00
Byrne Brothers, Round Mountain	30.00	The Club, Tonopah	30.00
P. O. Harris, Manhattan	30.00	The Owl Saloon, Tonopah	30.00
Louis Robert, Tonopah	30.00	Palace Saloon, Tonopah	30.00
Place & Webber, Manhattan	30.00	George Dimmick, Pioneer	30.00
John Tabor, Round Mountain	30.00	Sam Jones, Rhyolite	30.00
Antone Vercellis, Tonopah	30.00	F. J. Miller, Rhyolite	30.00
Cuddy & Stock, Tonopah	30.00	Mrs. Albert E. Fritsch, Tonopah	30.00
La Chiquita, Tonopah	30.00	Bank Saloon, Tonopah	30.00
Lidwell & Marquis, Springdale	30.00	The Beckley, Tonopah	30.00
Nannin Brothers, Manhattan	30.00	Green Goose Saloon, Tonopah	30.00
Big Casino, Tonopah	30.00	The Hub Saloon, Tonopah	30.00
Valley View Saloon, Tonopah	30.00	C. & F. Bar, Tonopah	30.00
Joseph E. Connor, Manhattan	30.00	The Fountain Bar, Tonopah	30.00
Annex Bar, Tonopah	30.00	M. M. Mograndt, Tonopah	30.00
S. Ginotti, Tonopah	30.00	Morris Brothers, Tonopah	30.00
Kelley Brothers, Tonopah	30.00	Sam Umis, Tonopah	30.00
Charles Lanthaler, Tonopah	30.00	John Casassa, Manhattan	30.00
McNeil & Franquelin, Tonopah	30.00	John Vucanovich, Manhattan	30.00
C. R. Simons, Tonopah	30.00	Merchants Hotel, Manhattan	30.00

Lena Grey, Round Mountain	\$30.00	Rotholz Brothers, Tonopah	\$11.25
Hall Liquor Co., Tonopah	30.00	Union Drug Store, Tonopah	11.25
B. L. Logan, Beatty	30.00	North, Ferguson & Co., Manhattan	7.50
T. B. Flood, Tonopah	30.00	Frave, Giusti & Del Papa, Tonopah	7.50
Tessie Martin, Manhattan	30.00	Miners Drug Store, Tonopah	7.50
The Topic, Tonopah	30.00	Nannini Brothers, Manhattan	7.50
RURAL LIQUOR			
Huffer & White, Lovdiale	15.00	Branch H. Smith, Trustee, Tonopah	7.50
Johnnie M. & M. Co., Johnnie	15.00	Palace Market, Tonopah	7.50
Henry Ernest, Bonnie Clare	15.00	W. M. Veith, Manhattan	7.50
Mrs. Laura Darrough, Darrough Hot Springs	15.00	L. A. Dees, Tonopah	7.50
BROKERAGE			
H. E. Epstine, Tonopah	20.00	Wilkes Warehouse Co., Tonopah	11.25
Ralston & Brown, Tonopah	20.00	W. M. Veith, Manhattan	7.50
J. W. Skelton Co., Inc., Tonopah	20.00	Chris. Barry, Tonopah	7.50
J. C. Robertson, Tonopah	20.00	J. A. B. Jordan, Tonopah	7.50
W. C. Ralston, Tonopah	20.00	Piercy's Drug Store, Tonopah	7.50
J. C. Robertson, Tonopah	20.00	A. M. Shields, Tonopah	7.50
F. B. Weir, Tonopah	20.00	Wood-Sullivan Hdw. Co., Tonopah	7.50
R. Fred Brown, Tonopah	20.00	Ackerman & Co., Tonopah	7.50
MERCHANDISE			
S. L. Rogantini, Duckwater	7.50	Frank O. Duke, Round Mountain	7.50
The Toggery, Manhattan	7.50	Cecilie P. Munn, Tonopah	7.50
K. C. Berg, Round Mountain	7.50	F. Ratto & Co., Tonopah	7.50
Frank O. Duke, Round Mountain	7.50	Lothrop-Davis Co., Tonopah	15.00
J. W. Yates, Round Mountain	7.50	Tonopah United Water Co., Tonopah	15.00
W. S. Chappel, Tonopah	7.50	Richard Mercantile Co., Tonopah	22.50
Yee Chong, Tonopah	7.50	Verdi Lumber Co., Tonopah	15.00
John Harris, Round Mountain	7.50	T. & G. Meat Co., Tonopah	15.00
A. B. Millett & Co., Manhattan	7.50	Wittenberg W. & T. Co., Tonopah	15.00
E. E. Palmer, Pioneer	7.50	George J. Lewis, Tonopah	15.00
Ed Wheece, Tonopah	7.50	Nye County Merc. Co., Manhattan	15.00
Wellington Hoyt, Tonopah	7.50	S. P. Santos, Manhattan	15.00
Morrow & Hussey, Tonopah	11.25	Miss Nancy Haley, Tonopah	15.00
McLean & McSweeney, Tonopah	11.25	AUTOMOBILE	
Goldfield Blue Bell M. Co., Berlin	7.50	J. W. Berg, Round Mountain	7.50
E. E. Palmer, Beatty	7.50	Consolidated Automobile Co., Tonopah	7.50
Jesse Mendes, Duckwater	7.50	Tonopah-Manhattan Auto Co., Tonopah	7.50
Johnnie M. & M. Co., Johnnie	7.50	Jenkins-Hand Motor Car Co., Tonopah	7.50
W. J. Campion, Rhyolite	7.50	POOL	
Cuddy & Stock, Tonopah	7.50	The Stope Saloon, Tonopah	10.00
J. A. B. Jordan, Tonopah	7.50	Big Casino, Tonopah	25.00
Nevada Second Hand Store, Tonopah	7.50	Tonopah Liquor Co., Tonopah	10.00
W. L. Young, Tonopah	7.50	Richelieu Bar, Tonopah	20.00
Hoffman & Vetter, Manse	7.50	RESTAURANT	
George Foley, Round Mountain	7.50	Bowman & Crocker, Tonopah	7.50
M. G. Orr, Tonopah	7.50	Jos. E. Connor, Manhattan	7.50
J. W. Stewart & Co., Tonopah	7.50	Casino Cafe, Tonopah	7.50
C. H. Peart, Tonopah	11.25	Charles Lanthaler, Tonopah	7.50
Nevada-California Power Co., Tonopah	11.25	Tonopah Grill, Tonopah	7.50
Tonopah Drug Co., Tonopah	11.25	Montana Cafe, Inc., Tonopah	11.25
C. R. Simons, Tonopah	11.25	Richelieu Cafe, Tonopah	7.50
Jesse Christensen, Beatty	7.50	Schindler & Toiff, Tonopah	7.50
Nevada-California Power Co., Manhattan	7.50	R. B. Sorenson, Tonopah	7.50
Nevada-California Power Co., Rhyolite	7.50	Dewar & Hinkel, Tonopah	7.50
M. Cohn, Tonopah	7.50	LODGING HOUSE	
M. R. Glogovax, Tonopah	7.50	G. W. Fairhurst, Tonopah	7.50
John Hannigan & Co., Tonopah	7.50	Phoenix Lodging House, Tonopah	7.50
F. S. Hunt, Tonopah	7.50	W. R. Wilcox, Manhattan	7.50
Mrs. Chung Kee, Tonopah	7.50	Joseph E. Connor, Manhattan	7.50
The Kind Co., Inc., Tonopah	7.50	R. J. Meyer, Rhyolite	7.50
Nevada Gas Co., Tonopah	7.50	Mrs. Albert E. Fritsch, Tonopah	7.50
Ackerman & Co., Tonopah	7.50	Mrs. Mary Goetz, Tonopah	7.50
B. Cerutti, Tonopah	7.50	Kendall Rooming House, Tonopah	7.50
H. E. Eck, Tonopah	7.50	Merchants Hotel, Manhattan	7.50
F. Ratto & Co., Tonopah	7.50	S. P. Santos, Manhattan	7.50
Mrs. W. T. Somerville, Tonopah	7.50	S. P. Santos, Manhattan	7.50
Tonopah Jewelry Store, Tonopah	7.50	HOTEL	
Paul Weiss, Tonopah	7.50	Mizpah Hotel, Tonopah	15.00
W. O. Dresser, Tonopah	7.50	LIVERY STABLE	
A. B. Millett, Round Mountain	7.50	Manhattan Pioneer Stables, Manhattan	7.50
S. H. Prince, Round Mountain	7.50	A. T. Cook, Round Mountain	7.50
Central Market, Tonopah	11.25	C. S. Walker, Tonopah	7.50
Central Market, Tonopah	11.25	John Clendenen, Tonopah	7.50
C. Coblentz, Tonopah	11.25	Baldwin Stables, Manhattan	15.00
Karsky & Co., Tonopah	11.25	CIGARETTES	
Ryan & Stenson, Tonopah	11.25	Model Cigar Store, Tonopah	15.00
Standard Oil Co., Tonopah	11.25	Big Casino, Tonopah	15.00
Martin Horton, Currant	7.50	Rotholz Brothers, Tonopah	15.00
Harry Dunseath, Tonopah	7.50	George J. Lewis, Tonopah	30.00
New York Restaurant, Tonopah	7.50	DANCE HALL	
Sing Hi, Tonopah	7.50	Big Casino, Tonopah	500.00
Banovich & Co., Tonopah	7.50	THEATER	
Darby Produce Co., Tonopah	7.50	The Bronx Theater, Manhattan	75.00
Tadich Brothers, Tonopah	7.50	Tonopah-Goldfield Amusement Co., Tonopah	75.00
A. L. Warren, Tonopah	7.50	RETAIL STATE LIQUOR	
H. A. McKim Co., Inc., Tonopah	11.25	U. & I. Saloon, Tonopah	\$12.50
T. O'Connell & Son, Tonopah	11.25	Lidwell & Marquis, Springdale	12.50

\$4,082.50

Little Casino, Tonopah	\$12.50	Merchants Hotel, Manhattan	\$12.50
Antone Favero, Tonopah	12.50	John Casassa, Manhattan	12.50
The Owl Saloon, Tonopah	12.50		
George Dimmick, Pioneer	12.50		\$100.00

ORMSBY COUNTY

CIGARETTES		C. M. Smoot, Carson City	
Davey & Maish, Carson City	\$15.00	S. A. Imelli, Carson City	7.50
The Kingsbury, Inc., Carson City	15.00	Harry James, Carson City	7.50
HOTEL		Slooney Kee, Carson City	7.50
Wing Ye Lung, Carson City	7.50	George Gillson, Carson City	7.50
Arlington Hotel, Carson City	7.00	Capital Cooperative Co., Carson City	7.50
Mrs. C. Raffetto, Carson City	7.50	K. A. Raffetto, Carson City	7.50
Chris. Smith, Carson City	7.50	C. Androni & Co., Carson City	7.50
Joe Rochon, Carson City	7.50	F. E. Meder, Carson City	7.50
John Anderson, Carson City	7.50	BANKING	
C. Androni, Carson City	7.50	Carson Valley Bank, Carson City	36.00
T. J. Heidenreich, Carson City	7.50	LIVERY STABLE	
J. E. Millott, Carson City	7.50	Raycraft Realty Co., Carson City	7.50
Mrs. C. C. Atherton, Carson City	7.50	J. M. Benton, Carson City	7.50
Miss B. Smith, Carson City	7.50	John Rubke, Carson City	7.50
MERCHANDISE		AUTOMOBILE	
Sierra Nevada W. & L. Co., Carson City	11.25	Raycraft Realty Co., Carson City	7.50
M. A. Downey, Carson City	7.50	Burlingame & Tucker, Carson City	2.50
Carson Furniture Co., Carson City	7.50	Burlingame & Tucker, Carson City	2.50
D. G. Kitsmeyer, Carson City	7.50	BILLIARDS	
G. F. Vonderhyde, Carson City	7.50	The Kingsbury, Inc., Carson City	20.00
Kow On, Carson City	7.50	RETAIL LIQUOR	
H. C. Kattelman, Carson City	7.50	John Anderson, Carson City	30.00
John Rubke, Carson City	7.50	C. Androni & Co., Carson City	30.00
Mrs. C. W. Friend, Carson City	7.50	T. J. Heidenreich, Carson City	30.00
F. Golden Jewelry Co., Carson City	7.50	Meyer & Sanger, Carson City	30.00
J. A. Muller, Carson City	11.25	A. Robert, Carson City	30.00
Oriental Drug Co., Carson City	7.50	Arlington Hotel, Carson City	30.00
C. L. Kitsmeyer, Carson City	7.50	Mrs. C. Raffetto, Carson City	30.00
Davey & Maish, Carson City	7.50	H. Rosenbrock, Carson City	30.00
Leo Bohall, Carson City	7.50	Randall & Evans, Carson City	30.00
Gee Hing, Carson City	7.50	H. Decker, Carson City	30.00
Sun Quong Chung, Carson City	7.50	Charles Bondietti, Carson City	30.00
Nam Wo Co., Carson City	7.50	Eli Barkley, Carson City	30.00
Nevada Telephone Supply Co., Carson City	7.50	F. Knoblock, Carson City	30.00
Truckee River G. E. Co., Carson City	7.50	Sagebrush Club, Carson City	30.00
Kelly & Lindsay, Carson City	7.50	F. J. Paxton, Carson City	30.00
Andrew Todd Co., Carson City	7.50	J. E. Millott, Carson City	30.00
F. M. Baker, Carson City	7.50	F. E. Hill, Carson City	30.00
Grey, Reid, Wright Co., Carson City	11.25	Joe Rochon, Carson City	30.00
Joe Smyth, Carson City	11.25	Randall & Evans, Carson City	30.00
E. Burlington Co., Carson City	11.25	A. Todd Company, Carson City	30.00
Frank Lopez, Carson City	11.25	Fritz Hagmeyer, Carson City	30.00
Ed. J. Walsh, Carson City	15.00	RURAL LIQUOR	
A. G. Meyers, Carson City	15.00	W. S. Ballard, Hot Springs	15.00
A. Cohn, Carson City	7.50	W. Brougher, Hot Springs	15.00
C. F. Cutts, Carson City	11.25		
George Gillson, Carson City	7.50		\$1,227.25
Eagle Market, Carson City	7.50	RETAIL STATE LIQUOR	
Look Hop, Carson City	7.50	W. Brougher, Hot Springs	\$12.50

STOREY COUNTY

RETAIL LIQUOR		MERCHANDISE	
Bonassi Brothers, Virginia City	\$30.00	Robert Biroth, Virginia City	\$7.50
Fay Baskett, Virginia City	30.00	E. J. Dwyer & Co., Virginia City	11.25
James Halley, Virginia City	30.00	Tim B. Sullivan, Virginia City	11.25
N. C. Prater Company, Virginia City	30.00	Deveney & Blake, Virginia City	7.50
Albert Roberta, Virginia City	30.00	E. Esber, Virginia City	7.50
J. E. Wade, Gold Hill	30.00	M. Gerbats, Virginia City	7.50
M. L. Ward, Virginia City	30.00	T. L. James, Virginia City	7.50
C. A. Ahern, Virginia City	30.00	J. B. Lynda & Sons, Gold Hill	7.50
J. E. Blake, Virginia City	30.00	Mayhood Merc. Co., Virginia City	11.25
Eugene Bonafous, Virginia City	30.00	Albert Pearl, Virginia City	7.50
Ed Carney, Virginia City	30.00	Mrs. L. Peyser, Virginia City	7.50
Eugene Garavanta, Virginia City	30.00	N. C. Prater Co., Virginia City	11.25
Eva Harvey, Virginia City	30.00	Frank Sullivan, Virginia City	7.50
Klaus & Klaus, Virginia City	30.00	Mrs. Sheehy, Virginia City	7.50
Thomas McCoy, Virginia City	30.00	Henry Tobener, Virginia City	7.50
John McGrath, Virginia City	30.00	Mrs. M. L. Phenix, Virginia City	7.50
A. Young, Virginia City	30.00	Mrs. Fredericks, Virginia City	7.50
Craig & Nachtwelt, Virginia City	30.00	H. S. Beck, Virginia City	7.50
J. L. Braun, Virginia City	30.00	Crosby Co., Virginia City	7.50
McCourt & Wright, Virginia City	30.00	A. Dabovich, Virginia City	7.50
McLeod, Kearney & Lamerton, Virginia City	30.00	Mrs. J. M. Davis, Virginia City	7.50
Estate of R. Noce, Virginia City	30.00	Joseph Fredericks, Virginia City	7.50
George Wrenn, Virginia City	30.00	B. M. Fleckner, Virginia City	7.50
Miss V. T. Pullano, Virginia City	30.00	James Halley, Virginia City	7.50
James Daly, Gold Hill (rural)	15.00	P. Karous, Virginia City	7.50
A. Schnitzer, Virginia City (rural)	15.00	Kitsmeyer & Kenny, Virginia City	7.50

Mrs. F. C. Lord, Virginia City	\$7.50	CIGARETTES	
Estate of R. S. Meacham, Virginia City	7.50	T. L. James, Virginia City	\$15.00
John Matheson, Virginia City	7.50	A. Dabovich, Virginia City	15.00
John McGrath, Virginia City	11.25	Klaus & Klaus, Virginia City	15.00
Mrs. C. E. Nuttall, Virginia City	7.50	Frank Sullivan, Virginia City	15.00
Ryan & Stenson, Virginia City	11.25	BILLIARDS	
B. F. Shaw, Virginia City	7.50	T. L. James, Virginia City	20.00
T. P. Williams, Gold Hill	7.50	J. E. Blake, Virginia City	5.00
W. T. Watson, Virginia City	7.50	Ed Carney, Virginia City	5.00
Chung Kee, Virginia City	7.50	Klaus & Klaus, Virginia City	15.00
Mrs. Eddy, Virginia City	7.50	A. Young, Virginia City	10.00
C. E. Getchel, Virginia City	7.50	McLeod, Kearney & Lamerton, Virginia City	5.00
Steve Grondona, Virginia City	7.50	J. E. Wade, Gold Hill	5.00
W. H. Hancock, Virginia City	7.50	PEDDLER	
William Jones, Virginia City	7.50	G. S. Ahart, Virginia City	5.00
Miller & Co., Virginia City	7.50	G. S. Ahart, Virginia City	5.00
Estate of R. Noce, Virginia City	7.50	Chung Kee, Virginia City	10.00
Pascoe Brothers, Virginia City	7.50	Chung Kee, Virginia City	10.00
Miss T. Rodam, Virginia City	7.50	Chung Kee, Virginia City	10.00
Miss Grace Trotter, Virginia City	7.50	THEATER	
Jess Linn, Virginia City	7.50	Wigwam Theater Co., Virginia City	20.00
LODGING-HOUSE		James V. Comerford, Virginia City	75.00
Carney Brothers, Virginia City	7.50	Wigwam Theater Co., Virginia City	20.00
Robert Rauhut, Virginia City	7.50	Mrs. Ed. Piper, Virginia City	35.00
F. L. Clark, Virginia City	7.50	LIVERY STABLE	
RESTAURANT		Kearns & Co., Virginia City	7.50
Kentucky Restaurant, Virginia City	7.50	Virginia Livery Co., Virginia City	7.50
Mong Hing, Virginia City	7.50	George Muckle, Virginia City	7.50
Bon Ton Cafe, Virginia City	7.50	BROKERAGE	
International Restaurant, Virginia City	7.50	John Matheson, Virginia City	20.00
W. T. Watson, Virginia City	7.50		
HOTEL		RETAIL STATE LIQUOR	
International Hotel, Virginia City	7.50	Craig & Nachtwelt, Virginia City	\$12.50

WASHOE COUNTY

MERCHANDISE		Perkins-Gulling Co., Reno	\$7.50
P. Andreucetti, Reno	\$7.50	Pierson Mill and Lumber Co., Reno	11.25
H. Arnsen, Reno	7.50	Reno Mill and Lumber Co., Reno	15.00
Bates & Emrich, Reno	7.50	J. P. Reynolds, Sparks	7.50
E. L. Beeler, Reno	7.50	Reno Printing Co., Reno	7.50
J. M. Bello, Reno	7.50	Reno Fuel Yards, Reno	7.50
C. Berquist, Reno	7.50	Reno Mercantile Co., Reno	15.00
C. A. Beemer, Sparks	7.50	Reno Cash Store, Reno	7.50
A. D. Bird, Reno	7.50	C. H. Rathbun, Reno	7.50
Victor Becasa, Reno	7.50	Ridenour Fuel Co., Reno	7.50
A. M. Britt, Reno	11.25	Semenza & Co., Reno	7.50
Charles Cain, Reno	7.50	Shufelt & Riley	7.50
Coffin & Lacombe, Reno	7.50	W. L. Shirley	7.50
A. Cousin, Reno	7.50	Steinheimer Brothers, Reno	7.50
Joseph Caton & Son, Reno	7.50	William Sutherland, Reno	7.50
Cameras & Kapsaralia, Reno	7.50	The Brown News Co., Reno	7.50
Donnelle & Steinmetz, Reno	7.50	Verdi Lumber Co., Verdi	7.50
A. T. Dornio, Reno	7.50	Verdi Lumber Co., Verdi	11.25
E. L. Drappo, Reno	7.50	H. Wald, Reno	7.50
Devencenzi & Semenza, Reno	7.50	H. Wald, Reno	7.50
J. S. Eisner, Reno	7.50	Western Marble and Granite Works, Reno	7.50
Sam Francovich, Reno	7.50	D. Zollez, Reno	7.50
William Flett, Reno	7.50	Henry Clarke, Sparks	7.50
H. Fongold, Wadsworth	7.50	Liston & Watson, Reno	7.50
Groesbeck & O'Brien, Reno	7.50	J. Marymont, Reno	7.50
B. J. Genesey, Reno	7.50	J. H. Heward, Gerlach	7.50
E. Griswold, Wadsworth	7.50	H. J. Pratt & Son, Reno	7.50
Mrs. C. H. Hilbun, Reno	7.50	David Bassila, Reno	7.50
W. A. Harmes, Reno	7.50	Henry J. Amigo, Reno	7.50
Paul Heilscher, Reno	7.50	Banduecci & Bertolucci, Sparks	7.50
Mrs. Sam King, Gerlach	7.50	E. L. Bacon, Reno	7.50
Lane & Co., Reno	7.50	J. R. Bradley Co., Reno	15.00
E. S. Lievre, Reno	7.50	T. W. Bettles, Franktown	7.50
Mrs. John Lee, Wadsworth	7.50	F. A. Byron, Franktown	7.50
Sam Longabaugh, Ophir	7.50	V. S. Barber, Reno	7.50
Joseph Martin, Reno	7.50	Cleator & Dexter, Reno	7.50
A. B. Mannheim, Reno	7.50	Cudahy Packing Co., Reno	7.50
J. D. Mariner, Reno	7.50	W. W. Cann, Reno	7.50
C. Marsilli, Reno	7.50	Frank Campbell, Reno	7.50
J. B. McCullough, Reno	7.50	Conant Brothers, Reno	7.50
Charles Madison, Reno	7.50	Carter Bros. & Sapp, Reno	7.50
W. S. Murdock, Gerlach	7.50	Commodore Drug Co., Sparks	7.50
McAvoy & Bony, Reno	7.50	C. Comis, Reno	7.50
Joseph Marymont, Reno	7.50	Campbell Furniture Co., Reno	7.50
Novacovich Merc. Co., Reno	7.50	Continental Supply Co., Reno	7.00
Nevada Optical Co., Reno	7.50	Cotton-Turner Cigar Co., Reno	7.50
Nevada Planing Mills, Reno	11.25	Cotton-Turner Cigar Co., Reno	7.50
National Meat Co., Reno	7.50	Dalton, Clifford & Wilson, Reno	7.50
Nevada Press Co., Reno	7.50	Durham-Wainwright Co., Reno	7.50
Nevada Mch. & Elect. Works, Reno	7.50	Ennis-Brown Company, Reno	11.25
M. A. Parrott, Reno	7.50	John Etchebarren, Reno	7.50

Flanigan Warehouse Co., Reno	\$11.25	J. S. Miller, Reno	\$7.50
A. M. Forbes Sparks	7.50	E. Martin, Reno	7.50
F. J. Fisher, Sparks	7.50	C. H. Mott, Reno	7.50
B. Goldstein, Sparks	7.50	L. Meiss, Reno	7.50
F. H. Gunter, Sparks	7.50	Menardi Music Co., Reno	7.50
S. J. Hodgkinson, Reno	7.50	Mack Auto Co., Reno	7.50
Hymes Brothers, Reno	7.50	Nevada Hardware and Supply Co., Reno	11.25
H. C. Heidtman, Reno	7.50	Nevada Sheet Metal Works, Reno	7.50
Koizaha & Mihara, Reno	7.50	Mrs. C. Nelson, Sparks	7.50
J. G. Kernek, Reno	7.50	W. E. Otis, Reno	7.50
Carl Kuhn, Reno	7.50	D. Pesce, Verdi	7.50
Kwong Chung Co., Reno	7.50	Palace Dry Goods Store, Reno	11.25
L. E. Kernek, Reno	7.50	Pickett Brothers, Reno	7.50
Lindley & Co., Reno	11.25	A. W. Plummer, Reno	7.20
Lundy Auto. Co., Reno	7.50	Quong High Lung Co., Reno	7.50
Sol Levy, Reno	7.50	Reno Wholesale Liquor Co., Reno	7.50
William Lawson, Reno	7.50	Robert & Sherman, Reno	7.50
Lachman & Mayer, Reno	7.50	Reno Plumbing and Heating Co., Reno	7.50
Moss & Stork, Reno	7.50	Reno Electrical Works, Reno	7.50
R. B. Munden, Reno	7.50	Reno Power, Light and Water Co., Sparks	7.50
Mott & Settle, Reno	7.50	Fred Roese, Reno	7.50
Morton Brothers, Reno	7.50	M. Simas, Jr., Reno	7.50
C. J. McBride, Sparks	7.50	Seattle Malt and Brewing Co., Reno	11.25
John Monte, Wadsworth	7.50	Sunderland's, Inc., Reno	11.25
Nevada Packing Co., Reno	15.00	Sam Wing Chung Co., Reno	7.50
Nevada Engineering Works, Reno	15.00	Singer Sewing Machine Co., Reno	7.50
Porteous Decorative Co., Reno	7.50	H. E. Savier, Reno	7.50
S. Peterson, Sparks	7.50	Charles Stevers, Reno	7.50
Riverside Mill Co., Reno	15.00	H. N. Smyth, Reno	7.50
Reno Grocery Co., Reno	15.00	W. E. Staley, Sparks	7.50
Reno Saddlery Co., Reno	7.50	Tranter & Staley, Reno	7.50
Reno Meat Co., Reno	7.50	The White Company, Reno	7.50
Robinson Mercantile Co., Sparks	7.50	The Toggery, Inc., Sparks	7.50
Reno Power, Light and Water Co., Reno	7.50	Wing Tang, Reno	7.50
L. Radcliffe, Reno	7.50	Woh Long Co., Verdi	7.50
I. Schultz, Huffakers	7.50	Waldorf Cafe, Inc., Reno	7.50
Swift & Co., Reno	7.50	Wood Is & Lou Cohn, Reno	7.50
Sparks Drug Co., Sparks	7.50	Woolworth, T. W. & Co., Sparks	7.50
Standard Oil Co., Reno	11.25	F. A. King Drug Co., Sparks	7.50
George Sauer, Reno	7.50	M. W. Grossmayer, Reno	7.50
Sauer & Kornmayer, Washoe	7.50	A. E. Kaye, Reno	7.50
A. Semenza, Sparks	7.50	E. Vogliotte, Wadsworth	7.50
J. E. Threlkel, Moana Springs	7.50	Pratt & Couchois, Wadsworth	7.50
Union Lumber Co., Reno	7.50	Nevada Cyclery Co., Reno	7.50
E. Vachina, Reno	7.50	RURAL LIQUOR	
George Wan & Co., Reno	7.50	W. T. Scott Butler, Gerlach	15.00
Weck Drug Co., Reno	7.50	A. Giannotti, Wadsworth	15.00
Wood, Curtis & Co., Reno	11.25	L. H. Harriman, Bald Mountain	15.00
M. Zokoama, Reno	7.50	King & Schultz, Leadville	15.00
A. F. Scanavino, Reno	7.50	Mrs. John Lee, Wadsworth	15.00
Austin & McPherson, Sparks	7.50	Thomas McCaffery, Wadsworth	15.00
B. W. Addenbrook, Reno	7.50	Pedriani & Fiorelli, Wadsworth	15.00
M. J. Arnold, Reno	7.50	W. D. Reeder, Hauser	15.00
Sam Armarko, Reno	7.50	Frank Smith, Derby	15.00
Mrs. H. L. Apple, Reno	7.50	W. R. Strong & Co., Gerlach	15.00
Catherine Burns, Reno	7.50	Belli, Nelson, Franktown	15.00
Bools & Butler, Reno	7.50	Robert Chadwick, Olinghouse	15.00
Mrs. A. J. Boyd, Reno	7.50	Rick DeBernardi, Ricks	15.00
T. R. Cheatham, Reno	7.50	J. A. Godfrey, Pyramid	15.00
E. Clay, Reno	7.50	C. A. Hoover, Wadsworth	15.00
Commercial Hardware Co., Reno	7.50	S. L. Laughton, Laughtons	15.00
T. H. Curnow, Reno	7.50	B. Moffitt & Co., Gerlach	15.00
Crosby & Whiting, Reno	7.50	A. J. Nicoll, Jumbo	15.00
Chung Gee, Reno	7.50	Ostrander & King, Gerlach	15.00
Gross & May, Reno	7.50	M. L. Phoenix, Steamboat	15.00
H. J. Duncan, Reno	7.50	E. F. Questa, Huffakers	15.00
W. T. Dalton, Gerlach	7.50	Sauer & Kornmayer, Washoe	15.00
F. H. Deering, Reno	7.50	Steele & Evans, Moana Springs	15.00
Eclipse Decorative Co., Reno	7.50	Tilton & McPhail, 20-Mile House	15.00
Edholm, Aiken & Co., Sparks	7.50	J. F. Crosby, Wadsworth	15.00
Fredericks Company, Reno	7.50	Frank Harker, Wadsworth	15.00
Frank & Bane, Reno	7.50	Short & Johnson, Wadsworth	15.00
H. Fraley, Reno	7.50	C. T. Short, Wadsworth	15.00
Frank Brothers, Reno	7.50	Hambley & States, Gerlach	15.00
Mrs. T. M. Goodwin, Reno	7.50	RETAIL LIQUOR	
Grey, Reid, Wright Co., Reno	11.25	James Bell, Reno	30.00
Mrs. H. R. Graves, Reno	7.50	Baldini & Co., Reno	30.00
Harris & Brennan, Sparks	7.50	Nels. Bloch, Reno	30.00
Hamp, Thomas & Co., Reno	7.50	W. S. Bryant, Sparks	30.00
Herz Brothers & Co., Reno	7.50	Jerry Correcchio, Reno	30.00
Humphrey Supply Co., Reno	7.50	C. Cecerelli, Sparks	30.00
George Herberth, Sparks	7.50	John Cassi & Co., Sparks	30.00
Jacobs Brothers, Reno	7.50	Durham & Pierce, Sparks	30.00
Phil Jacobs, Reno	7.50	George M. Damon, Reno	30.00
H. Leter, Reno	7.50	Sam Francovich, Reno	30.00
Marvin & Sisson, Sparks	7.50	C. J. Fritch, Sparks	30.00
Maymont & Etchebarre, Reno	7.50	Grelli & Cesore, Reno	30.00
R. C. Majors, Sparks	7.50	H. J. Gosse, Reno	30.00

Frank Gallery, Reno	\$30.00	C. J. Fritsch, Sparks	\$7.50
Giannotti & Amgeli, Sparks	30.00	H. J. Gosse, Reno	7.50
H. C. Heidtman, Reno	30.00	Frank Gallery, Reno	7.50
George Innes, Reno	30.00	Giannotti & Amgeli, Sparks	7.50
P. Indart, Reno	30.00	H. C. Heidtman, Reno	7.50
Joe Leonardi, Verdi	30.00	P. Indart, Reno	7.50
E. Lachappelle, Reno	30.00	J. Manzone, Reno	7.50
Monarch Saloon Co., Reno	30.00	Dan O'Keefe, Reno	7.50
S. B. Milhsich, Reno	30.00	Fred Preuschoff, Sparks	7.50
J. Manzone, Reno	30.00	M. E. Potter, Reno	7.50
B. McGinty, Reno	30.00	G. Ricci, Verdi	7.50
E. H. Martin, Reno	30.00	The Golden Hotel Co., Reno	7.50
Murphy & Sather, Reno	30.00	C. Walstab, Sparks	7.50
Maurice O'Connor, Sparks	30.00	Mrs. P. V. Fields, Reno	7.50
Pappas & Cupas, Reno	30.00	E. Barcos, Reno	7.50
Fred Preuschoff, Sparks	30.00	J. D. Carter, Reno	7.50
Pincolini & Bro., Verdi	30.00	Rick DeBernardi, Ricks	7.50
Pannelli & Matteucci, Reno	30.00	Alex Dromiack, Reno	7.50
Fay Packer, Reno	30.00	John Etchebarren, Reno	7.50
Ida Robbins, Reno	30.00	Mrs. F. Vogliotti, Reno	7.50
G. Ricci, Verdi	30.00	W. P. Railway Co., Gerlach	7.50
William Schmidt, Reno	30.00	Mrs. T. Anderson, Reno	7.50
Thyes & Reese, Reno	30.00	A. Capitani & Co., Reno	7.50
The Golden Hotel Co., Reno	30.00	Colonial Hotel Co., Reno	7.50
E. Vachina, Reno	30.00	G. Canonica, Reno	7.50
C. Walstab, Sparks	30.00	Courtland Hotel Co., Sparks	7.50
Hattie Westwood, Reno	30.00	Mrs. Kate Donaghy, Reno	7.50
Hazel Ward, Reno	30.00	Mrs. L. L. Lehrbus, Reno	7.50
Yenner & Gilpin, Reno	30.00	Mrs. L. L. McKissack, Reno	7.50
C. W. Zoehrlaut, Reno	30.00	O'Connor & Bony, Verdi	7.50
T. T. Baker, Verdi	30.00	F. Servel, Reno	7.50
W. A. Justi, Reno	30.00	W. Wentworth, Reno	7.50
T. J. Kane, Reno	30.00	Gardelli & Olcese, Sparks	7.50
E. Barcos, Reno	30.00	A. E. Hartaough, Reno	7.50
Burr & Dyke, Verdi	30.00	RESTAURANT	
Clausen & Jensen, Reno	30.00	Cameria & Kaparalis, Reno	7.50
J. D. Carter, Reno	30.00	Charles Dreyer, Reno	7.50
Charles Dreyer, Reno	30.00	Louie Fong, Wadsworth	7.50
Alex Dromiack, Reno	30.00	Gannon & Faulkman, Reno	7.50
John Etchebarren, Reno	30.00	Nick Lusich, Reno	7.50
E. Gerber, Sparks	30.00	C. L. Rosengren, Reno	7.50
Rudolph Diandeni, Reno	30.00	Peter Saturno, Reno	7.50
Gardelli & Olcese, Sparks	30.00	S. Tanouye, Reno	7.50
Mazzotti & Dalberti, Reno	30.00	Thomas Cafe, Inc., Reno	7.50
H. C. Masters, Reno	30.00	T. T. Barker, Verdi	7.50
Dan O'Keefe, Reno	30.00	J. B. Swarler, Wadsworth	7.50
J. Poncia, Sparks	30.00	Ramsey & Lehman, Reno	7.50
Preston & Cunningham, Reno	30.00	G. N. Woo, Reno	7.50
Quong High Lung Co., Reno	30.00	Charles DeBaud, Reno	7.50
Joseph Serventi, Reno	30.00	Clausen & Jensen, Reno	7.50
Peter Saturno, Reno	30.00	Hamade & Masuta, Reno	7.50
W. H. Tuttle, Reno	30.00	H. Ishihaha, Reno	7.50
Thomas Cafe, Inc., Reno	30.00	Murphy & Sather, Reno	7.50
W. H. Van Buren, Reno	30.00	Ida Robbins, Reno	7.50
Zorn & Hof, Reno	30.00	Wing Fat, Reno	7.50
A. M. Anderson, Reno	30.00	W. H. Port, Wadsworth	7.50
E. G. Clark, Reno	30.00	Charles Bliens, Reno	7.50
A. Capitani & Co., Reno	30.00	F. G. Clement, Reno	7.50
G. Canonica, Reno	30.00	Hong Fat, Reno	7.50
James D. Clark, Reno	30.00	Peter Peterson, Reno	7.50
DeMartini & Lombardi, Reno	30.00	A. Linkowitz, Reno	7.50
Etcheverry & Co., Reno	30.00	Zorn & Hof, Verdi	7.50
Elite Saloon Co., Reno	30.00	Frank Harker, Wadsworth	7.50
Hester & Carroll, Reno	30.00	LODGING-HOUSE	
Pat Hogan, Reno	30.00	Mrs. Frank Golden, Reno	7.50
S. S. Johnson, Reno	30.00	Charles Meyota, Reno	7.50
L. Kline, Reno	30.00	J. M. McCormack, Reno	7.50
Nick Lusich, Reno	30.00	Mazzotti & Dalberti, Reno	7.50
Mineral Cafe, Inc., Reno	30.00	Estella Nash, Reno	7.50
O'Connor & Bony, Verdi	30.00	C. J. Sadlier, Reno	7.50
Reno Wholesale Liquor Co., Reno	30.00	T. Tomamichel, Reno	7.50
William Randruff, Reno	30.00	Mrs. F. H. Leonasio, Reno	7.50
James Sullivan, Reno	30.00	Mrs. Chris Madris, Reno	7.50
F. Servel, Reno	30.00	P. H. Simpson, Reno	7.50
Tavern Liquor Co., Reno	30.00	L. A. Todd, Reno	7.50
Waldorf Cafe, Inc., Reno	30.00	Lillian E. Whitten, Reno	7.50
Young & Young, Sparks	30.00	Nellie C. Houston, Reno	7.50
BANKING		Mrs. H. B. Maxwell, Reno	7.50
Bank of Sparks, Sparks	60.00	Mrs. M. Storey, Reno	7.50
Washoe County Bank, Reno	75.00	Mrs. H. C. Thomas, Reno	7.50
Scheeline Banking and Trust Co., Reno	75.00	Mrs. L. Schoug, Reno	7.50
Nixon National Bank, Reno	75.00	AUTOMOBILE	
HOTEL		A. Carter, Reno	7.50
Baldini & Co., Reno	7.50	George Porter, Reno	7.50
H. C. Burt, Reno	7.50	D. H. Kramer & Co., Reno	7.50
A. J. Clark, Reno	7.50	Lundy Auto Co., Reno	7.50
John Cassel & Co., Sparks	7.50	CIGARETTES	
Elm Hotel, Reno	7.50	Joseph Caton & Son, Reno	15.00

Sam Francovich, Reno	\$15.00	BILLIARDS	
J. P. Reynolds, Sparks	15.00	Kayu Tanouye, Reno	\$10.00
Thomas Cafe, Inc., Reno	15.00	Nick Francovich, Sparks	20.00
The Brown News Co., Reno	15.00	Karns & Grey, Reno	15.00
Henry J. Amigo, Reno	15.00	Peter Saturno, Reno	5.00
Cotton-Turner Cigar Co., Reno (2)	30.00	Nels Bloch, Reno	10.00
John Etchebarren, Reno	15.00	DeMartini & Lombardi, Reno	10.00
William Lawson, Reno	15.00	Karns & Grey, Reno	25.00
Lachman & Mayer, Reno	15.00	K. Katow, Reno	15.00
T. H. Curnow, Reno	15.00	Frank Porter, Reno	5.00
F. H. Deering, Reno	15.00	Waldorf Cafe, Reno	5.00
J. S. Miller, Reno	15.00		
Waldorf Cafe, Inc., Reno	15.00	Will Heffernan & Co., Reno	20.00
F. A. King Drug Co., Sparks	15.00		
M. W. Grossmayer, Reno	15.00	Coleman & Dixon, Wadsworth	20.00
Verdi Lumber Co., Verdi	15.00		
LIVERY STABLE			\$6,400.00
Swart & Krehmke, Sparks	7.50	RETAIL STATE LIQUOR	
George McGinnis, Reno	7.50	T. T. Baker, Verdi	\$12.50
Ramelli & Besso, Reno	7.50	A. M. Anderson, Reno	12.50
Overland Livery and Sales Stable, Reno	7.50	Conant Brothers Co., Reno	12.50
E. Twaddle, Reno	7.50		
			\$37.50

WHITE PINE COUNTY

RETAIL LIQUOR		F. M. Clark, McGill	\$15.00
The Greek Saloon, Ely	\$30.00	Walden & Burnett, McGill	15.00
Reno Laura, Riepstown	30.00	Louis Cononelos, McGill	15.00
Montana Buffet, Ely	30.00	Arthur Knecht, Ely	15.00
G. Petroni, Cherry Creek	30.00	Athens Mercantile Co., Ely	15.00
Mau Young, Ely	30.00	Capitol Saloon, Ely	15.00
Peter Ghigliazzi, Cherry Creek	30.00	The Northern Saloon, Ely	15.00
Apex Bar, Ely	30.00	Lockhart Brothers, Ruth	15.00
Dugan & Wilson, Ely	30.00	London Mercantile Co., Ely	15.00
H. Marcotte, Ely	30.00	M. Herman, McGill	15.00
Thos. H. O'Neill, Ely	30.00		
Northern Hotel, Ely	30.00	Standard Oil Co., East Ely	15.00
H. E. Stebbins, East Ely	30.00	Steptoe V. L. & C. Co., East Ely	11.25
Mike Suttia, Riepstown	30.00	Ely Lumber & Coal Co., Ely	11.25
Steptoe Hotel, East Ely	30.00	M. McAuley, Cherry Creek	7.50
David Dortch, East Ely	30.00	R. H. Palmer, Ely	7.50
Frank Roge, Riepstown	30.00	Arthur Knecht, Ely	7.50
J. E. Talbott, Ely	30.00	Leach Brothers, Cherry Creek	7.50
The Falstaff, McGill	30.00	F. M. Clark, Ely	7.50
George A. Fisher, Cherry Creek	30.00	William Ackerman, Ely	7.50
Athens Mercantile Co., Smelterville	30.00	W. B. Graham, Ely	7.50
William Keenan, East Ely	30.00	Louis Zadow, Hamilton	7.50
Southern Club, Ely	30.00	Mau Young, Ely	7.50
Antler Bar, East Ely	30.00	Muir & Minoletti, Hamilton	7.50
Oaks Saloon, Ely	30.00	J. H. Gallagher, Ely	7.50
H. C. Nicholson, Osceola	30.00	Wilson-Bates, Ely	7.50
The Butte Saloon, Ely	30.00	Steptoe V. S. & M. Co., McGill	7.50
Harry Curtis, Riepstown	30.00	Campton Commercial Co., McGill	7.50
Steptoe City Club, Steptoe City	30.00	F. M. Clark, McGill	7.50
J. W. Blackwood, Ely	30.00	Ira J. McKnight, Ely	7.50
Capitol Saloon, Ely	30.00	Young Hong, Ely	7.50
Steve Mellich, Riepstown	30.00	Golden Rule Store, Ely	7.50
The Dew Drop, Lane City	30.00	John Kolaris, Ruth	7.50
Sullivan & Wagner, Riepstown	30.00	Nevin & Jackson, Ely	7.50
Smilnick & Fowler, Ruth	30.00	Steptoe Drug Co., Ely	7.50
John Gravos, Riepstown	30.00	Athens Mercantile Co., Ely	7.50
Ruth Club, Ruth	30.00	Thos. F. McGeary, Ely	7.50
Martin Minacci, Lane City	30.00	F. J. Foulille, Ely	7.50
Anthony Jurich, Riepstown	30.00	Golden Rule Store, McGill	7.50
G. Bosta, Smelterville	30.00	McGill Mercantile Co., McGill	7.50
Star Pointer Club, Ruth	30.00	Campton Commercial Co., Ely	7.50
John Mazzeno, Riepstown	30.00	J. M. Slopansky, Riepstown	7.50
Chambers & O'Hara, Ely	30.00	McGill & Adams, McGill	7.50
Michael Rogers, Riepstown	30.00	The Renshaw House, Ely	7.50
The Mint Saloon, Riepstown	30.00	Northern Hotel, Ely	7.50
Steve Mellich, Riepstown	30.00	The Steptoe Hotel, Ely	7.50
Kirkopolis & Co., Steptoe City	30.00	Fred Glaser, Ely	7.50
The Veteran Saloon, Veteran	30.00	John Engelke, McGill	7.50
Minoletti & Lani, Hamilton	30.00	J. H. Ivens, Ely	7.50
Ottino & Verneti, Riepstown	30.00	Campton Commercial Co., Ely	7.50
Primo Maggi, Riepstown	30.00	Jos. E. Stevens, Ely	7.50
Copper Club, McGill	30.00	Jensen Brothers, Preston	7.50
R. S. Russell, Ruth	30.00	H. A. Stone, McGill	7.50
RURAL LIQUOR		M. T. Collins, Ely	7.50
Christ Barker, Broadway Ranch	15.00	J. P. Jeppesen, East Ely	7.50
Potter Brothers, San Pedro	15.00	Baker Mercantile Co., Baker	7.50
John Clark, Red Hills	15.00	Athens Mercantile Co., Ely	7.50
Tippett Mercantile Co., Tippett	15.00	F. J. Lehman, Ely	7.50
CIGARETTE		Tippett Mercantile Co., Tippett	7.50
Athens Mercantile Co., Ely	15.00	Walden & Burnett, McGill	7.50
Antler Bar, East Ely	15.00	George Gianapolis, McGill	7.50
H. A. Stone, McGill	15.00	Campton Commercial Co., Kimberly	7.50

Wholesale Fruit and Pro. Co., Ely	\$7.50	Athens Pool Hall, Ruth	\$10.00
Step toe Grocery Co., East Ely	7.50	John Gravos, Riepetown	10.00
James Mehigan, Blackhorse	7.50	William Keenan, East Ely	10.00
Matthews & Barnes, McGill	7.50	The Ruth Club, Ruth	15.00
M. Herman, McGill	7.50	G. J. Winters, McGill	20.00
John Macart, Ely	7.50	Chambers & O'Hare, Ely	20.00
C. L. Rowe, Lund	7.50	The Capitol Saloon, Ely	25.00
W. H. Bishop, Ely	7.50	Harry Curtis, Riepetown	5.00
Clark & Lindstrom, Ely	7.50	George Condos, Kimberly	15.00
Vienna Cafe, Ely	7.50	John Kupo, Veteran	10.00
Giroux Boarding House, Kimberly	7.50	H. E. Stebbins, East Ely	5.00
Mrs. Gibbs, Kimberly	7.50	HOTEL	
A. C. Powell, Ely	7.50	Mrs. Max Gentile, Riepetown	7.50
Alamo House, Ely	7.50	Popodopoulos & Lampiris, Copper Flat	7.50
The Ely Hotel, Ely	7.50	Anthony Jurich, Riepetown	7.50
Mrs. Frank Doyle, East Ely	7.50	Morris Jensen, Riepetown	7.50
Ely Garage, Ely	7.50	Veteran Boarding House, Veteran	7.50
City Meat Market, Ely	7.50	Lawlor House, Ely	7.50
George Thanos, Riepetown	7.50	Mrs. Tobin, Ruth	7.50
Riepetown Bakery, Riepetown	7.50	J. H. Fulmer, East Ely	7.50
John Dornan, Ely	7.50	Ives Rooming House, East Ely	7.50
G. Bosta, Smelterville	7.50	George Dritchos, Riepetown	7.50
Nick Vastas, Ely	7.50	Nevada House, Ely	7.50
Lockhart Brothers, Ruth	7.50	Kate Smith, Ely	7.50
Appleman & Co., McGill	7.50	Gust. Johnson, Ruth	7.50
McGill Drug Store, McGill	7.50	John Data, Riepetown	7.50
F. B. Becker, Ely	7.50	Spokane House, Ely	7.50
Nevada Merc. Co., Ely	7.50	Mrs. K. C. Davis, Ely	7.50
Louis Cononelos, McGill	7.50	Munro House, Ely	7.50
George Gordas, McGill	7.50	RESTAURANT	
Nye Brothers, McGill	7.50	Antler Cafe, East Ely	7.50
F. C. Nunnally, East Ely	7.50	Leonardo Amnesty & Co., Kimberly	7.50
Mrs. Murdock, Ely	7.50	California Chili Parlors, Ely	7.50
Greek Coffee House, McGill	7.50	John Harris, Ely	7.50
Idaho Stables, Ely	7.50	City Cafe, Ely	7.50
W. C. Bradley, McGill	7.50	BROKERAGE	
Union Label Merc. Co., Ely	7.50	E. W. Hulse & Co., Ely	20.00
N. Richmond, Preston	7.50	A. P. Schlichter, East Ely	20.00
D. G. Nicholas, Preston	7.50	Eugene Giles, Ely	20.00
George Condos, Kimberly	7.50	H. J. Muller, McGill	20.00
John Kupo, Veteran	7.50		
Cracianna Brothers, Riepetown	7.50		\$2,982.50
London Mercantile Co., Ely	7.50	WHOLESALE STATE LIQUOR	
Hailey Grocery, Ely	7.50	P. C. Watt, Ely	\$25.00
May & Teis, Ely	7.50	RETAIL STATE LIQUOR	
James H. Marriott, Osceola	7.50	John Clark, Red Hills	12.50
Christ. Barker, Broadway	7.50	John Mazzeno, Riepetown	12.50
AUTOMOBILE		Star Pointer Club, Ruth	12.50
W. E. Neilson, Ely	7.50	R. S. Russell, Ruth	12.50
BILLIARDS			
London Pool Hall, McGill	20.00		\$75.00

BULLION TAX SOURCES

It would be impossible to embody in this report full details of the various snags encountered by your agent in administering the bullion tax laws. The following specific instances are those that occur to my mind at the moment and are indicative of the general trouble branch of this department:

First—Heavy tonnage producer, making large profits. Engaged in prospecting virgin territory with diamond drills prior to beginning actual mining operations. An analysis of offset deductions against gross yield, as submitted for the purpose of bullion tax assessment, disclosed the fact that this expense was being included. Your agent immediately demanded bullion tax on \$13,180.23 thus erroneously deducted, and issued instructions that the company refrain from making similar deductions in future. The additional tax was promptly paid and promise given that instructions would be obeyed. Your agent's belief is this promise is being lived up to.

Second—An audit of the books of several mining companies in one county disclosed numerous items of expense used in cost of extraction deduction from gross yield that were not satisfactory to your agent. However, these companies interposed such strenuous objections to the rulings of this department that it was deemed advisable to submit the matter to the State's legal adviser. The Attorney-General promised to give the matter his vigorous personal attention, but was seriously handicapped in so doing by extreme ill-health which eventually led to his untimely death. Although numerous conferences were held no definite action was taken. Had Attorney-General Baker lived, I have every reason to believe the issue would have been tested. As it now stands, the matter is but held in abeyance and will be submitted to Attorney-General Thatcher at an early date.

Third—Two large producers located in particularly inaccessible portions of the State, were submitting statements that were unsatisfactory to your agent. The expense of making a personal investigation of their records would have been a considerable item, while the time it would necessarily consume could be ill afforded by this department. The substitute action by your agent was a vigorous letter of protest to the Assessor, with a complete line of instructions therein. This he was to submit to the companies with the statement that they either must be lived up to or their records would be subjected to a thorough analysis and such action taken as the findings warranted. This apparently brought the desired results for a time, as there was an immediate material improvement in statements submitted and bullion tax paid. Evidences of laxness are again becoming apparent, and more drastic action may be necessary in the near future.

Fourth—A mining corporation operating in this State, but with headquarters where the records were all kept, in a neighboring State. Quarterly production statements were being regularly submitted to the Assessor always showing an operating loss. Current rumor, and the

opinion of both the Assessor and your agent, credited this company with making a considerable profit. The question of going outside the State to inspect the records was taken up with the Attorney-General, and his opinion was that this department would have no jurisdiction. Your agent then instructed the Assessor to notify the superintendent in charge of the mining company in this State that a satisfactory statement of production must be submitted, or one of two actions would be immediately taken, *i. e.*, proceedings would be brought to compel him to bring the books or records of the company to this State for investigation, or an arbitrary assessment would be levied. A quarterly statement was promptly forthcoming, showing a net profit of over \$50,000, and acceptable reports have continued to this date.

Fifth—A short-lived leasing company at the expiration of its labors submitted a report showing an operating loss. This case seemed particularly raw to your agent, as he was somewhat familiar with local conditions surrounding this lease. The matter was taken up with the lessees in unequivocal terms and produced an immediate return of a corrected statement showing a net profit of over \$11,000.

Sixth—A mining company, just entering the profitable production stage, was sending in statements that evidenced either an absolute ignorance of the bullion tax law or an ill-concealed intent to defraud. Your agent made a special trip to this property, inspected the books and records and interviewed the manager at length. Two glaring faults were discovered. First, an inadequate system of accounts; and, second, a misunderstanding of the law's requirements through apparent neglect to study instructions that had been previously furnished by this department. The first of these faults was being remedied at the time of your agent's visit, and the second is believed to have been overcome through his personal explanations and instructions to the manager. Your agent made a demand on this company for additional bullion tax on \$1,600 erroneously used in offset deductions from gross yield, and obtained the manager's promise that correct statements would be submitted in future.

Seventh—On a trip through the State during the summer, at a considerable distance from a railroad and near the top of a high mountain range, your agent inadvertently stumbled on to a recently erected twenty-stamp mill of which he had no previous knowledge. The Assessor of the county in which this mill is located also expressed himself as being unaware of its existence. Your agent engaged the superintendent of this property in conversation, and, before disclosing his identity, was informed that the mill was in almost constant operation, was working on a good grade of ore from its own mine, and was making a nice profit. This information has been given to the Assessor with instructions to obtain production statements and collect bullion tax. A recent communication from the Assessor is to the effect that this has been demanded, and will be forthcoming in the near future.

Following is a statement of bullion tax collections together with a recapitulation of condensed statements of output of mines and mining properties, by counties, for the last quarter of 1911 and first three quarters of 1912:

Churchill County

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
NEVADA WONDER MINING CO.								
Dec. 31, 1911.....	6,353	----	\$105,187.26	\$82,874.31	\$993.94	\$1,411.68	\$39,907.33	\$1,492.53
Mar. 31, 1912.....	1,007	----	25,984.25	13,673.18	259.25	12,413.15	-----	-----
June 30, 1912.....	7,508	----	125,082.16	23,480.95	846.39	34,568.82	66,188.00	1,327.00
Sept. 30, 1912.....	10,318	----	155,603.42	29,943.39	457.50	99,223.42	25,979.11	524.77
NEVADA HILLS MINING CO.								
Dec. 31, 1911.....	8,380	----	184,997.98	116,287.21	3,990.78	6,106.39	58,613.60	2,074.92
Mar. 31, 1912.....	1,438	----	38,686.57	66,226.91	605.69	1,401.83	-----	-----
June 30, 1912.....	8,324	----	239,864.14	103,629.14	3,636.13	6,706.02	125,892.98	2,543.04
Sept. 30, 1912.....	10,852	1400	267,881.20	124,643.35	4,501.66	6,408.48	132,282.71	2,672.11
THOMAS STACY								
Mar. 31, 1912.....	16	511	1,873.24	2,265.74	205.77	305.27	-----	-----
	54,196	1911	\$1,145,110.22	\$543,024.18	\$15,497.11	\$168,538.06	\$448,863.73	\$10,634.3

Clark County

MAHONEY BROTHERS								
Mar. 31, 1911.....	473	509	\$11,380.94	\$9,005.97	\$6,380.58	-----	-----	-----
June 30, 1911.....	714	215	17,439.46	4,686.48	9,407.03	-----	\$3,395.95	\$88.29
Sept. 30, 1911.....	585	804	13,994.68	6,651.57	7,710.64	-----	-----	-----
Dec. 31, 1911.....	620	42	14,741.57	7,828.23	7,048.42	-----	-----	-----
Mar. 31, 1912.....	1,105	42	25,501.58	16,295.75	13,174.90	-----	-----	-----
YELLOW PINE MINING CO.								
Dec. 31, 1911.....	2,286	-----	18,697.24	11,775.38	4,939.01	\$9,234.50	-----	-----
Mar. 31, 1912.....	4,013	680	60,518.31	8,289.10	26,786.44	16,977.47	8,465.30	203.16
June 30, 1912.....	5,426	1560	127,521.80	10,930.69	39,143.62	18,184.46	59,263.13	1,422.31
Sept. 30, 1912.....	5,669	1512	151,263.73	16,216.03	38,274.41	23,739.36	73,053.93	1,570.65
CHIEF OF THE HILLS MINING CO.								
Dec. 31, 1911.....	204	1000	8,926.88	1,253.65	675.62	5,854.42	1,043.19	27.11
LUCY GREY GOLD MINE								
Dec. 31, 1911.....	3	800	1,455.43	975.00	64.58	41.00	374.85	9.75
QUARTETTE MINING CO.								
June 30, 1912.....	323	-----	5,631.20	3,528.17	32.30	1,292.00	911.03	21.86
June 30, 1912.....	80	-----	2,802.14	2,024.14	-----	285.31	493.21	11.83
Sept. 30, 1912.....	500	400	9,796.16	8,706.29	-----	-----	1,089.87	21.79
	22,004	1564	\$469,691.12	\$108,316.45	\$153,637.45	\$75,608.52	\$148,090.46	\$3,376.75

Elko County

REX MINING CO.								
Dec. 31, 1911.....	2,810	-----	\$19,327.22	\$9,679.40	\$2,664.04	\$3,460.12	-----	-----
Sept. 30, 1911.....	1,907	-----	11,240.27	6,695.73	47.60	6,148.10	-----	-----
Mar. 31, 1912.....	1,121	-----	10,895.12	8,436.51	-----	8,445.93	-----	-----
June 30, 1912.....	1,150	-----	2,182.28	3,447.10	-----	4,354.53	-----	-----
	6,988	-----	\$43,644.89	\$28,258.74	\$2,711.54	\$27,408.68	-----	-----

Esmeralda County

GOLDFIELD CONSOLIDATED MINES CO.								
Dec. 31, 1911.....	88,381	-----	\$2,156,107.53	\$336,115.58	\$22,989.02	\$510,790.50	\$886,212.43	\$24,016.36
Mar. 31, 1912.....	86,643	-----	1,987,814.32	385,440.77	22,774.48	859,098.00	720,606.07	19,086.06
June 30, 1912.....	90,940	-----	1,674,042.08	316,348.77	22,303.18	766,749.30	468,640.83	12,418.93
Sept. 30, 1912.....	94,197	-----	1,247,037.49	355,446.60	23,194.98	762,751.97	105,643.94	2,799.56
PITTSBURG SILVER PEAK GOLD MINING CO.								
Dec. 31, 1911.....	39,660	-----	187,606.96	58,838.54	19,880.00	78,420.00	30,368.42	914.08
Mar. 31, 1912.....	39,241	-----	192,745.42	55,064.97	19,620.50	78,782.00	39,277.95	1,103.71
June 30, 1912.....	34,760	-----	174,700.98	56,525.59	17,380.00	69,520.00	31,275.39	878.84
Sept. 30, 1912.....	41,817	-----	172,643.98	60,594.48	20,908.50	83,684.00	7,506.64	210.93
FLORENCE-GOLDFIELD MINING CO.								
Dec. 31, 1911.....	5,943	1060	21,023.62	54,467.56	344.50	16,917.24	-----	-----
June 30, 1912.....	135	1063	15,681.48	30,853.16	1,142.27	1,582.61	-----	-----
Sept. 30, 1912.....	103	245	6,697.93	30,899.57	706.69	888.09	-----	-----
SILVER PEAK-VALCALDA GOLD MINING CO.								
Dec. 31, 1911.....	6,169	-----	36,802.23	10,894.80	3,064.50	12,338.00	10,484.93	315.60
Mar. 31, 1912.....	6,991	-----	28,390.10	11,153.04	3,495.50	13,962.00	-----	-----
June 30, 1912.....	1,949	-----	6,187.80	5,515.63	974.50	3,898.00	-----	-----
GOLDFIELD-BELMONT MINING CO.								
Dec. 31, 1911.....	25	-----	1,878.40	3,922.65	-----	439.60	-----	-----
Mar. 31, 1912.....	25	1460	1,985.56	4,706.11	38.60	411.68	-----	-----
Sept. 30, 1912.....	78	170	3,761.07	4,195.22	117.00	963.63	-----	-----

ESMERALDA COUNTY—Continued

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
ANNETT & CROSBY LEASE								
Dec. 31, 1911....	5	772	\$146.82	\$127.50	\$4.82	\$63.20	-----	-----
D. A. McDONALD								
Mar. 31, 1912....	283	1590	5,742.39	1,279.34	442.32	2,373.00	\$1,647.78	\$36.41
June 30, 1912....	453	1937	6,762.33	1,924.41	1,119.33	3,463.40	255.19	5.64
Sept. 30, 1912....	307	1601	5,937.43	1,420.01	562.51	2,430.96	1,523.95	33.68
D. A. McDONALD								
Mar. 31, 1912....	48	720	1,204.09	1,160.98	120.90	437.24	-----	-----
SANDSTORM-KENDALL LEASE								
Mar. 31, 1912....	7	1009	229.56	140.00	7.50	89.94	-----	-----
DIFFENBAUGH & OLDS								
Mar. 31, 1912....	2	1110	60.00	1,500.00	10.00	5.00	-----	-----
NEVADA EAGLES MINING CO.								
Mar. 31, 1912....	37	373	920.74	4,760.31	57.86	347.17	-----	-----
W. E. SEAMS								
Mar. 31, 1912....	12	1120	290.22	208.00	55.75	117.50	-----	-----
C. J. BLACK								
Mar. 31, 1912....	2	230	56.06	27.00	14.75	18.94	-----	-----
PATRICK FEELEY								
June 30, 1912....	14	875	118.70	50.00	19.00	71.82	-----	-----
MOCKING BIRD MINE								
June 30, 1912....	2	820	58.29	40.00	12.50	9.50	-----	-----
LESSEES GREAT BEND MINING CO.								
June 30, 1912....	11	546	287.22	150.00	17.51	121.95	-----	-----
GOLDFIELD GREAT BEND MINING CO.								
June 30, 1912....	33	360	926.29	600.00	46.50	349.75	-----	-----
JUMBO EXTENSION MINING CO.								
June 30, 1912....	163	1239	5,105.68	10,871.29	220.47	2,197.39	-----	-----
MOHAWK-ALPINE MINING CO.								
Sept. 30, 1912....	754	-----	2,185.16	2,682.98	377.00	1,508.00	-----	-----
DAVIS & SIMPSON								
Sept. 30, 1912....	1	27	316.00	298.00	5.00	26.00	-----	-----
GOLDFIELD COMBINATION FRACTION MINING CO.								
Sept. 30, 1912....	134	-----	1,786.50	1,201.75	33.50	569.50	-----	-----
D. P. MARVEL AND C. A. FINDING								
Sept. 30, 1912....	2	802	211.17	240.00	29.70	24.80	-----	-----
539,336	1149		7,847,551.60	1,809,764.61	182,111.04	3,675,356.68	2,303,443.47	61,819.85

Eureka County

EUREKA WINDFALL MINING CO.

Dec. 31, 1911....	4,920	-----	\$38,888.05	\$28,796.19	-----	\$11,584.25	-----	-----
Mar. 31, 1912....	8,000	-----	36,000.49	25,233.87	-----	14,663.82	-----	-----
June 30, 1912....	8,000	-----	26,864.69	14,802.69	\$348.00	12,143.76	-----	-----
Sept. 30, 1912....	7,204	1000	15,844.12	5,394.44	150.00	11,085.60	-----	-----

FARMERS MINING CO.

Dec. 31, 1911....	610	-----	3,300.00	1,525.00	-----	2,745.00	-----	-----
-------------------	-----	-------	----------	----------	-------	----------	-------	-------

WEST MINING CO.

Dec. 31, 1911....	16,272	-----	56,962.00	24,197.95	30,684.20	-----	\$2,069.85	\$45.54
Mar. 31, 1912....	16,213	-----	56,096.98	25,982.87	29,727.61	-----	386.50	8.04
June 30, 1912....	13,458	-----	37,415.27	23,741.15	10,656.90	-----	3,017.22	62.76
Sept. 30, 1912....	16,210	-----	46,549.11	27,761.34	17,993.81	-----	793.96	16.51

DIAMOND AND EXCELSIOR

June 30, 1912....	249	77	5,796.52	3,916.36	1,992.00	250.00	-----	-----
-------------------	-----	----	----------	----------	----------	--------	-------	-------

LAUREL AND HIDDEN JEWEL

June 30, 1912....	54	1600	1,100.00	1,000.95	376.33	43.54	-----	-----
-------------------	----	------	----------	----------	--------	-------	-------	-------

SILVER LICK

Sept. 30, 1912....	23	-----	1,024.54	1,000.00	230.93	157.35	-----	-----
--------------------	----	-------	----------	----------	--------	--------	-------	-------

91,214 677 \$324,281.77 \$181,352.81 \$92,659.78 \$52,673.32 \$6,267.53 \$132.85

Humboldt County

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
THE NATIONAL MINES CO.								
Dec. 31, 1911.....	328	1735	\$198,629.14	\$41,949.90	\$1,127.09	\$11,883.76	\$143,718.39	\$2,414.47
Mar. 31, 1912.....	169	1457	152,636.61	34,166.88	1,818.22	7,248.88	109,408.68	1,986.45
June 30, 1912.....	2,591	-----	186,637.85	30,179.74	6,956.61	10,480.98	139,021.52	2,460.68
Sept. 30, 1912.....	1,230	-----	137,097.15	25,110.38	3,345.05	6,133.14	102,508.58	1,814.40
OSCAR WALKER, COALITION LEASE								
Dec. 31, 1911.....	14	1586	1,756.61	1,430.00	-----	177.72	148.89	2.50
Mar. 31, 1912.....	17	1434	1,989.14	487.00	445.27	230.21	826.56	14.63
MODEEN & PERKINS, COALITION LEASE								
Dec. 31, 1911.....	14	1380	3,544.88	1,311.09	-----	233.13	2,003.66	33.66
HEDLEY & MCWILLIAMS, COALITION LEASE								
Dec. 31, 1911.....	1	720	162.71	20.64	2.00	36.29	103.78	1.74
SEVEN TROUGHS COALITION MINES CO.								
Dec. 31, 1911.....	672	-----	84,036.42	40,556.25	-----	4,038.81	39,441.36	662.61
Mar. 31, 1912.....	525	1854	100,928.83	44,516.13	-----	8,065.87	48,346.83	855.74
June 30, 1912.....	347	752	66,640.71	31,048.81	-----	8,279.92	27,311.96	493.42
Sept. 30, 1912.....	339	1798	28,698.84	24,018.53	-----	1,469.17	3,577.33	63.32
KENT & CO., COALITION LEASE								
Dec. 31, 1911.....	15	-----	1,681.08	1,392.60	-----	243.50	144.96	2.42
Mar. 31, 1912.....	22	1779	2,837.08	732.80	-----	289.65	1,814.63	32.14
ZULCH-HOLLAND LEASE								
Dec. 31, 1911.....	27	1187	1,305.10	920.00	-----	417.59	-----	-----
SEVEN TROUGHS-FLORENCE M. & L. CO.								
Dec. 31, 1911.....	85	1708	2,942.97	12,689.29	214.64	1,231.62	-----	-----
Mar. 31, 1912.....	6	194	1,230.35	8,905.44	90.18	65.79	-----	-----
June 30, 1912.....	303	1067	13,277.92	8,950.23	773.06	3,838.41	-----	-----
QUINTIN MINING CO. LEASE								
Dec. 31, 1911.....	146	538	1,466.39	508.00	365.67	1,047.55	-----	-----
June 30, 1912.....	167	228	5,852.18	10,829.28	133.59	1,560.53	-----	-----
ALBERT MODEEN								
Dec. 31, 1911.....	30	1647	1,408.68	1,350.94	269.92	228.60	-----	-----
ADAMSON & TURNER								
Dec. 31, 1911.....	2	-----	5,043.00	5,500.00	-----	-----	-----	-----
GOLCONDA GOLD LEDGE MINING CO.								
Dec. 31, 1911.....	298	1000	1,154.90	1,134.50	-----	592.00	-----	-----
Mar. 31, 1912.....	327	500	1,906.20	1,590.63	-----	1,331.17	-----	-----
June 30, 1912.....	987	1000	4,064.74	2,791.35	-----	2,582.50	-----	-----
HAHN & SNYDER								
Dec. 31, 1911.....	61	1880	2,881.19	3,611.65	247.76	496.04	-----	-----
June 30, 1912.....	64	1092	5,221.85	4,723.27	286.18	717.01	-----	-----
C. T. SMITH								
Dec. 31, 1911.....	29	942	336.04	354.00	250.75	177.00	-----	-----
COSTELLO, THORNTON & HOLMES LEASE								
Mar. 31, 1912.....	39	482	3,362.62	1,627.40	718.74	587.67	423.81	7.59
COSTELLO & HOLMES LEASE								
Mar. 31, 1912.....	6	1516	708.33	360.00	155.12	87.85	105.36	1.86
COSTELLO & HOLMES LEASE								
Mar. 31, 1912.....	46	240	3,034.47	1,987.36	-----	435.00	612.11	12.25
HARRY HOAG LEASE								
Mar. 31, 1912.....	2	867	427.84	321.00	-----	97.64	9.20	0.16
KENT & SPRINGER LEASE								
Mar. 31, 1912.....	3	-----	572.90	504.15	-----	38.90	29.85	0.53
MADSEN & PERKINS LEASE								
Mar. 31, 1912.....	20	198	3,489.59	1,370.90	812.66	257.39	1,048.64	13.56
ROLLINS & RIORDAN LEASE								
Mar. 31, 1912.....	18	1870	3,703.99	818.25	614.45	246.16	826.13	14.61
Mar. 31, 1912.....	11	34	967.59	708.13	207.41	137.92	-----	-----
WARREN, STEVENS & RAE LEASE								
Mar. 31, 1912.....	22	1916	2,894.69	998.45	649.22	297.81	949.21	16.80
June 30, 1912.....	11	624	1,006.51	1,030.45	-----	361.91	-----	-----
Sept. 30, 1912.....	8	1212	1,241.83	484.00	90.66	176.52	491.31	8.70

HUMBOLDT COUNTY—Continued

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
FEDERAL MINES CO. PLACER								
Mar. 31, 1912.....	-----	-----	\$100.00	\$200.00	-----	-----	-----	-----
BONANZA MINING CO.								
June 30, 1912.....	17	1759	300.02	296.62	\$125.95	\$81.27	-----	-----
JERSEY VALLEY MINES CO.								
June 30, 1912.....	573	285	3,182.38	2,292.86	2,138.72	114.68	-----	-----
HARRY MUMA, CYANIDE								
June 30, 1912.....	450	-----	861.75	-----	-----	1,000.00	-----	-----
UNIONVILLE MINING CO.								
June 30, 1912.....	240	-----	2,000.00	-----	-----	5,000.00	-----	-----
MAZUMA HILLS MINING CO.								
June 30, 1912.....	Royalty	-----	366.65	-----	-----	-----	\$366.65	\$6.49
Sept. 30, 1912.....	Royalty	-----	530.26	239.40	-----	-----	290.86	5.15
	10,296	581	\$1,044,104.98	\$354,017.25	\$21,836.91	\$32,018.06	\$623,529.30	\$10,370.88

Lander County

CORTEZ METALS RECOVERY CO., TAILINGS

June 30, 1911.....	3,782	-----	\$8,214.50	-----	\$1,231.37	\$5,183.90	\$1,799.23	\$55.60
Sept. 30, 1911.....	6,650	-----	14,443.33	-----	1,935.90	9,343.66	3,163.77	97.76
Dec. 31, 1911.....	1,725	-----	3,746.70	-----	624.35	2,302.25	820.10	25.34

WILLIAM WEDLAKE, LESSEE

Dec. 31, 1911.....	6	332	466.41	\$1,272.32	72.69	45.52	-----	-----
--------------------	---	-----	--------	------------	-------	-------	-------	-------

HORACE H. SMITH, LESSEE

Dec. 31, 1911.....	600	-----	1,249.53	1,898.26	55.45	41.77	-----	-----
--------------------	-----	-------	----------	----------	-------	-------	-------	-------

IRON CANYON GOLD MINING COMPANY

Mar. 31, 1911.....	103	953	5,498.90	4,275.16	1,123.32	545.89	-----	-----
June 30, 1911.....	94	437	3,677.74	2,771.25	826.55	425.13	-----	-----
Sept. 30, 1911.....	68	896	5,132.91	3,534.32	692.16	453.72	452.61	12.85
Dec. 31, 1911.....	111	544	5,939.69	4,006.51	1,081.53	594.29	167.36	4.75

GOLD BASIN MINING CO.

Mar. 31, 1912.....	57	499	7,226.23	7,463.34	1,690.76	459.98	-----	-----
--------------------	----	-----	----------	----------	----------	--------	-------	-------

PHILADELPHIA WESTERN MINING CO.

Sept. 30, 1912.....	1,295	735	13,285.89	10,406.30	2,590.00	12,963.67	-----	-----
Sept. 30, 1912.....	1,226	400	19,667.65	5,886.49	2,462.00	12,262.00	-----	-----
	15,719	796	\$38,549.48	\$41,591.95	\$14,376.08	\$44,611.78	\$6,403.07	\$196.30

Lincoln County

DAY-BRISTOL CONSOLIDATED MINING CO.

Dec. 31, 1911.....	6,772	-----	\$28,906.56	\$13,205.40	\$16,677.97	\$2,844.24	-----	-----
Dec. 31, 1911.....	6,396	-----	21,396.49	14,893.75	16,036.77	15,808.12	-----	-----
Mar. 31, 1912.....	5,366	-----	29,337.76	12,290.78	13,540.54	1,040.10	\$2,476.34	\$89.15
June 30, 1912.....	3,370	-----	15,165.00	21,342.69	9,604.50	1,100.00	-----	-----
Sept. 30, 1912.....	2,027	1	44,889.53	18,354.62	21,223.66	4,064.00	1,257.25	38.98

PRINCE CONSOLIDATED MINING AND SMELTING CO.

Dec. 31, 1911.....	222	1595	10,264.57	16,872.01	1,754.77	1,870.42	-----	-----
Mar. 31, 1912.....	12,740	962	146,219.93	10,340.63	22,305.16	62,822.58	50,751.56	3,349.60
June 30, 1912.....	10,812	1432	143,669.99	12,092.60	22,975.64	63,575.74	45,026.01	1,620.93
Sept. 30, 1912.....	20,310	525	225,102.26	156,760.92	43,001.68	100,228.53	47,194.74	1,840.59

NEVADA-UTAH MINING AND SMELTING CO.

Mar. 31, 1912.....	7,326	210	46,775.69	9,569.14	15,103.09	22,298.64	-----	-----
--------------------	-------	-----	-----------	----------	-----------	-----------	-------	-------

S. H. BABBITT

Mar. 31, 1912.....	239	68	3,993.38	1,540.68	1,038.25	7,537.68	-----	-----
--------------------	-----	----	----------	----------	----------	----------	-------	-------

FRED L. SCHORT

June 30, 1912.....	6	250	308.70	1,062.53	44.91	-----	-----	-----
--------------------	---	-----	--------	----------	-------	-------	-------	-------

CHEROKEE-NEVADA COPPER CO.

June 30, 1912.....	Royalty	-----	37.28	-----	-----	-----	37.28	1.35
--------------------	---------	-------	-------	-------	-------	-------	-------	------

HOME RUN COPPER CO.

June 30, 1912.....	17	1669	1,033.79	1,590.00	133.32	53.50	-----	-----
Sept. 30, 1912.....	57	476	2,431.54	2,138.45	484.79	141.80	-----	-----

ERNEST BAMBERGER

June 30, 1912.....	Royalty	-----	575.00	-----	-----	-----	575.00	20.70
--------------------	---------	-------	--------	-------	-------	-------	--------	-------

LINCOLN COUNTY—Continued

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
OLSON & LOWRY								
June 30, 1912	24		\$3,400.00	\$1,375.00	\$456.00	\$50.00	\$1,519.00	\$54.68
S. H. BABBITT & SIMON BAMBERGER								
Sept. 30, 1912	141	680	2,496.73	1,160.00	884.62	675.65		
JAMES A. NESBITT								
Sept. 30, 1912	2,852	468	39,971.72	6,178.04	5,924.35	18,541.00	9,328.33	963.80
MENDHA-NEVADA MINING CO.								
Sept. 30, 1912	992	1770	9,803.40	3,346.00	3,576.50		2,880.90	89.30
J. F. ROEDER								
Sept. 30, 1912	Royalty		150.00				150.00	4.65
CHARLES THOMPSON								
Sept. 30, 1912	Royalty		62.35				62.35	1.93
D. LLOYD, ET AL.								
Sept. 30, 1912	Royalty		16.50	42.00				
BAMBERGER EXPLORATION CO								
Sept. 30, 1912	Royalty		40.49				40.49	1.25
CLARENCE BAMBERGER								
Sept. 30, 1912	Royalty		70.13				70.13	2.17
BOSTON-PIOCHE MINING CO.								
Sept. 30, 1912	Royalty		8.26				8.26	0.38
SNYDER & EMPEY								
Sept. 30, 1912		87 1735	1,562.82	708.73	539.23	296.15	18.71	0.58
GEORGE NESBITT								
Sept. 30, 1912	Royalty		1,426.23				1,426.23	55.62
PATRICK SHEEHAN								
Sept. 30, 1912		64 1092	2,553.40	1,614.39	595.05	41.73	302.23	15.41
AMALGAMATED PIOCHE MINING AND SMELTING CO.								
Sept. 30, 1912	Royalty		287.50				287.50	14.66
		79,826 953	\$781,957.00	\$306,388.36	\$195,905.80	\$302,979.88	\$163,412.31	\$7,565.72

Lyon County

WILLIAM DONOVAN								
Dec. 31, 1911	1,300		\$3,588.68	\$1,521.50	\$725.00	\$1,354.60		
June 30, 1912	2,150		7,401.28	3,400.00	1,050.00	2,500.00	\$451.28	\$9.02
Sept. 30, 1912	1,975		5,218.76	2,055.00	850.00	1,987.00	328.76	6.54
J. WARNE PHILLIPS								
Dec. 31, 1911	830		4,483.18	4,231.75			251.43	5.28
COMSTOCK MINING AND MILLING CO.								
Dec. 31, 1911	1,500		4,200.00			3,750.00	450.00	9.45
June 30, 1912	3,200		3,950.00			3,38.00	270.00	11.40
Sept. 30, 1912	1,781		3,548.12			3,116.08	432.04	8.64
MASON VALLEY MINES CO.								
Dec. 31, 1911	21,557		155,604.71	30,518.72	20,221.38	68,280.30	36,584.36	731.69
June 30, 1912	23,276		215,614.47	35,847.91	15,646.84	74,384.73	88,724.99	1,774.50
Sept. 30, 1912	27,588		173,624.32	46,770.74	15,683.62	87,377.76	23,842.20	476.64
NEVADA DEEP MINES CO.								
Dec. 31, 1911	1,000		7,654.70	7,641.00		1,200.00		
NEVADA-DOUGLAS COPPER CO.								
Mar. 31, 1912	24,895	195	240,587.51	73,234.70	14,420.78	92,458.51	60,423.52	1,208.47
June 30, 1912	38,695		389,818.74	87,607.73	18,204.52	117,188.78	166,817.71	3,336.34
Sept. 30, 1912	34,580		299,883.88	93,355.04	14,510.06	120,823.05	71,195.73	1,423.91
MCCONNELL MINING CO.								
Mar. 31, 1912	1,528		8,747.99	1,528.02	1,457.28	5,759.99	2.70	0.05
Sept. 30, 1912	5,133	29	44,965.80	15,487.91	2,468.54	21,328.85	5,690.50	113.61
SONNE & ELBERT								
June 30, 1912	5,887	1000	44,755.53	11,774.98	5,740.22	23,550.00	3,690.33	73.80
		195,875 1224	\$1,613,597.00	\$414,975.00	\$111,928.19	\$628,449.65	\$459,443.55	\$9,189.54

Mineral County

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
PROSKEY-RAWHIDE MINING AND LEASING CO.								
Dec. 31, 1911....	49	1520	\$341.77	\$310.00	-----	\$323.89	-----	-----
RAWHIDE-PHOENIX MINING CO.								
Dec. 31, 1911....	913	1060	14,682.36	10,588.65	-----	7,000.80	-----	-----
MORNING STAR LEASE								
Dec. 31, 1911....	90	1260	-----	-----	-----	353.15	-----	-----
PROSKEY-REGENT CO.								
Dec. 31, 1911....	48	360	-----	-----	-----	365.44	-----	-----
SHIPPER COPPER CO.								
Sept. 30, 1912....	258	840	3,721.18	3,000.00	465.30	1,084.00	-----	-----
P. A. SIMON, H. W. BROWN & W. L. DEBEQUE								
Sept. 30, 1912....	217	-----	1,918.34	1,956.22	308.14	1,302.00	-----	-----
ALPINE, WOODS & NIXON								
Sept. 30, 1912....	20	-----	1,668.36	1,400.00	280.00	160.00	-----	-----
CAMERON-RIGGS								
Sept. 30, 1912....	30	-----	1,200.00	700.00	400.00	320.00	-----	-----
	1637	1040	\$23,562.01	\$17,954.87	\$1,463.44	\$10,864.28	-----	-----

Nye County

TONOPAH-BELMONT DEVELOPMENT CO.								
Dec. 31, 1911....	32,344	110	\$878,733.09	\$183,310.73	\$63,747.94	\$349,857.92	\$218,816.50	\$10,004.48
Mar. 31, 1912....	29,180	440	843,663.45	177,809.66	49,746.96	408,635.98	207,461.05	6,846.21
June 30, 1912....	25,107	800	693,014.21	148,387.53	17,575.11	463,941.38	63,110.19	2,082.64
Sept. 30, 1912....	36,012	-----	786,848.87	168,779.10	-----	500,638.61	117,430.96	3,875.22
TONOPAH MINING CO.								
Dec. 31, 1911....	45,025	1000	890,221.60	184,607.20	33,101.24	581,953.31	110,559.85	3,924.87
Mar. 31, 1912....	44,253	200	882,729.61	184,391.30	32,516.19	537,027.50	98,794.62	3,280.22
June 30, 1912....	43,257	1400	809,465.86	139,603.78	31,810.95	524,242.70	113,808.43	3,756.68
Sept. 30, 1912....	43,067	1600	762,836.14	136,547.97	31,790.42	494,470.17	100,117.58	3,303.88
TONOPAH EXTENSION MINING CO.								
Dec. 31, 1911....	13,156	30	163,822.52	128,985.43	909.60	2,119.74	21,807.75	774.17
Mar. 31, 1912....	12,237	16	156,796.52	173,869.36	814.05	2,090.27	-----	-----
June 30, 1912....	13,296	84	179,058.71	124,568.66	789.30	2,316.99	51,383.86	1,696.66
Sept. 30, 1912....	13,722	94	191,928.78	123,963.31	852.20	2,434.84	64,658.43	2,133.72
WEST END CONSOLIDATED MINING CO.								
Dec. 31, 1911....	6,218	-----	96,289.92	31,519.78	1,137.00	53,713.57	9,919.62	352.15
Mar. 31, 1912....	9,298	-----	169,246.20	36,830.18	-----	88,422.44	43,993.68	1,451.79
June 30, 1912....	9,185	-----	156,775.13	41,942.96	-----	84,378.35	30,453.82	1,004.98
Sept. 30, 1912....	10,510	-----	200,426.00	54,761.08	-----	102,378.71	43,286.21	1,428.44
MANHATTAN-RAINBOW MINING CO.								
Dec. 31, 1911....	Royalty	-----	180.95	-----	-----	-----	180.95	5.79
Mar. 31, 1912....	Royalty	-----	287.66	-----	-----	-----	287.66	8.49
June 30, 1912....	Royalty	-----	518.90	-----	-----	-----	518.90	17.38
Sept. 30, 1912....	Royalty	-----	243.50	-----	-----	-----	243.50	7.18
LIBERTY AND JUSTICE GOLD MINING CO.								
Dec. 31, 1911....	111	730	3,363.61	1,568.50	166.50	861.55	767.06	24.54
MANHATTAN BIG FOUR MINING CO.								
Dec. 31, 1911....	Royalty	-----	3,020.71	-----	-----	-----	3,020.71	96.66
Mar. 31, 1912....	Royalty	-----	2,854.13	-----	-----	-----	2,854.13	84.20
June 30, 1912....	302	1000	1,017.40	281.35	287.25	596.45	-----	-----
June 30, 1912....	Royalty	-----	68.81	-----	-----	-----	68.81	2.23
ROUND MOUNTAIN MINING CO.								
Dec. 31, 1911....	15,607	---	69,037.56	30,166.98	-----	36,017.50	2,853.08	77.03
Mar. 31, 1912....	12,628	---	66,861.00	28,975.98	-----	31,570.00	6,315.02	154.71
June 30, 1912....	12,238	---	64,935.45	29,428.99	-----	32,104.60	3,359.86	83.30
MONTANA-TONOPAH MINING CO.								
Dec. 31, 1911....	12,788	99	148,872.22	130,136.06	2,992.28	3,376.01	12,367.87	439.06
Mar. 31, 1912....	13,565	1620	204,690.81	128,779.64	3,577.08	3,636.83	68,697.26	2,267.00
June 30, 1912....	13,906	650	198,067.64	138,028.85	2,907.98	3,323.28	53,807.43	1,775.65
Sept. 30, 1912....	13,806	1400	194,754.71	130,770.02	2,188.57	2,880.57	58,915.14	1,944.20
ROUND MOUNTAIN DAISY MINING CO.								
Dec. 31, 1911....	690	---	4,020.05	1,311.00	44.04	2,173.50	491.51	13.40
June 30, 1912....	14,606	---	80,996.49	87,683.88	-----	39,445.52	3,867.59	94.75

NYE COUNTY—Continued

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
JIM BUTLER-TONOPAH MINING CO.								
Dec. 31, 1911....	23	285	\$2,042.19	\$5,663.08	\$19.32	\$396.46	-----	-----
Mar. 31, 1912....	6	200	514.22	3,614.18	8.90	108.15	-----	-----
Sept. 30, 1912....	1,936	-----	21,182.33	14,299.90	1,355.85	14,712.25	-----	-----
LITIGATION HILL MERGER MINING CO.								
Dec. 31, 1911....	18	5	349.58	1,707.45	19.05	132.12	-----	-----
Mar. 31, 1912....	410	12	9,085.55	2,083.83	548.35	2,459.15	\$3,962.57	\$116.89
DEXTER WHITE CAPS MINING CO.								
Dec. 31, 1911....	524	-----	15,493.79	10,493.51	1,096.58	5,500.62	-----	-----
BIG FOUR LEASING SYNDICATE								
Dec. 31, 1911....	1,122	-----	21,686.95	19,426.70	1,347.20	7,159.87	-----	-----
DEXTER CONSOLIDATED LEASING CO.								
Dec. 31, 1911....	503	1120	5,488.38	1,762.46	579.09	3,273.14	-----	-----
June 30, 1912....	Royalty	-----	7,452.77	1,574.18	-----	-----	5,878.60	196.93
TONOPAH MIDWAY MINING CO.								
Dec. 31, 1911....	598	1814	17,887.09	16,025.80	2,994.50	1,796.75	-----	-----
Sept. 30, 1912....	298	24	10,162.20	11,383.04	208.60	1,788.07	-----	-----
MCMANARA MINING CO.								
Mar. 31, 1912....	2,641	6	28,830.57	14,404.90	-----	17,476.81	-----	-----
June 30, 1912....	5,847	82	63,285.18	55,674.66	267.70	746.23	6,606.59	218.00
Sept. 30, 1912....	4,448	29	62,049.20	50,995.92	250.50	681.13	10,121.65	334.00
DEXTER WHITE CAPS LEASING CO.								
June 30, 1912....	1,504	328	67,221.09	19,542.22	851.69	26,228.91	20,596.27	607.65
Sept. 30, 1912....	8,101	1694	25,378.90	29,775.38	1,655.46	-----	-----	-----
	522,099	822	\$9,208,731.20	2,915,465.99	\$288,067.85	4,437,066.25	1,561,421.61	\$54,463.15

Storey County

COMSTOCK-PHOENIX MINING CO.								
Dec. 31, 1911....	1,332	3	\$69,710.22	\$13,178.48	\$9,484.59	\$12,028.75	\$35,018.40	\$980.51
Mar. 31, 1912....	350	22	27,048.06	9,993.41	1,890.88	4,081.33	11,142.44	300.84
June 30, 1912....	587	197	18,831.49	8,012.24	1,644.29	3,669.68	5,005.28	125.14
Sept. 30, 1912....	938	82	42,064.46	7,461.33	3,251.30	3,464.95	27,876.96	752.67
CROWN POINT GOLD AND SILVER MINING CO.								
Dec. 31, 1911....	4,375	80	16,757.32	18,775.31	1,289.75	4,197.02	-----	-----
Mar. 31, 1912....	7,333	-----	23,765.25	23,576.53	-----	8,612.97	-----	-----
June 30, 1912....	5,906	4	35,462.15	20,607.22	-----	15,099.38	-----	-----
Sept. 30, 1912....	2,249	12	10,082.20	5,798.38	3,343.50	670.50	-----	-----
YELLOW JACKET GOLD AND SILVER MINING CO.								
Dec. 31, 1911....	7,477	66	9,617.14	14,620.80	-----	10,739.89	-----	-----
Mar. 31, 1912....	7,771	89	10,841.94	11,466.85	970.26	-----	-----	-----
June 30, 1912....	11,340	1089	15,664.21	14,499.56	1,366.59	-----	-----	-----
MEXICAN GOLD AND SILVER MINING CO.								
Dec. 31, 1911....	1,394	-----	105,312.16	42,014.60	7,180.23	12,703.47	43,413.86	1,645.06
Mar. 31, 1912....	5,087	-----	51,579.78	40,986.11	2,352.88	15,196.78	-----	-----
June 30, 1912....	6,486	-----	131,844.85	61,100.98	1,568.25	26,007.07	43,168.55	1,834.66
Sept. 30, 1912....	5,927	-----	125,945.17	75,515.83	733.17	24,439.85	25,256.32	1,073.39
OPHIR SILVER MINING CO.								
Dec. 31, 1911....	4,790	284	163,165.76	74,976.58	3,236.08	9,428.87	75,524.53	3,209.80
Dec. 31, 1911....	603	1612	16,858.36	-----	341.61	243.95	16,272.90	692.20
Mar. 31, 1912....	3,597	1356	96,893.71	68,365.54	1,643.63	13,836.12	13,048.42	554.55
Mar. 31, 1912....	201	968	5,067.74	-----	103.16	57.78	4,905.80	208.51
June 30, 1912....	1,842	984	46,334.14	54,797.51	921.20	5,515.87	-----	-----
Sept. 30, 1912....	1,495	-----	27,921.60	27,072.20	601.53	4,080.03	-----	-----
CHOLLAR LEASING CO.								
Dec. 31, 1911....	13,051	4	79,329.00	43,276.50	4,375.15	31,813.10	-----	-----
Mar. 31, 1912....	2,615	2	15,378.80	10,790.77	784.56	8,613.58	-----	-----
June 30, 1912....	10,844	4	57,779.09	34,839.30	3,255.32	39,317.06	-----	-----
Sept. 30, 1912....	9,046	1	45,454.72	25,213.27	2,713.98	24,613.24	-----	-----
BELCHER SILVER MINING CO.								
Mar. 31, 1912....	221	1000	223.58	7,215.45	-----	-----	-----	-----
June 30, 1912....	434	40	2,095.04	7,204.67	-----	-----	-----	-----
Sept. 30, 1912....	362	1000	893.01	3,562.22	-----	-----	-----	-----
CONSOLIDATED VIRGINIA MINING CO.								
June 30, 1912....	238	240	7,044.58	9,276.49	139.48	1,860.00	-----	-----
June 30, 1912....	255	1760	7,569.69	29,916.72	149.43	134.34	-----	-----
HALE & NORCROSS LEASERS								
Sept. 30, 1912....	135	-----	2,417.52	1,840.83	437.39	517.35	-----	-----
	118,286	849	\$1,268,432.74	\$765,950.43	\$53,765.89	\$272,392.43	\$300,634.78	\$11,587.35

Washoe County

Quarter ending—	Tons	Lbs.	Gross value	Extraction	Transportation	Reduction and sale	Net yield	Total tax
TOHOQUA MINING CO.								
Mar. 31, 1912....	7	807	\$1,059.01	\$1,023.60	\$143.83	\$35.00	-----	-----
HIAWATHA MINING CO.								
Mar. 31, 1912....	Royalty		287.13	-----	-----	-----	\$287.13	\$4.88
TOHOQUA MINING CO.								
Mar. 31, 1912....	13	1292	1,580.89	1,762.50	388.09	322.13	-----	-----
RED METALS CO.								
Mar. 31, 1912....	13	1849	422.75	41.77	126.16	55.69	199.13	3.38
Sept. 30, 1912....	Royalty		423.14	-----	-----	-----	423.14	7.04
LESSEES OF RED METALS CO.								
Sept. 30, 1912....	179	1680	3,506.05	2,445.37	853.91	473.53	-----	-----
	214	1528	\$7,278.97	\$5,273.24	\$1,511.99	\$886.35	\$909.40	\$15.30

White Pine County

CAMPBELL MINE								
Dec. 31, 1911....	90	-----	\$1,035.00	\$596.87	\$248.33	\$180.00	\$10.00	\$0.20
June 30, 1912....	100	-----	530.00	450.00	100.00	50.00	-----	-----
BAIRD & JACKSON								
Dec. 31, 1911....	25	1880	1,229.54	964.41	261.50	6.24	-----	-----
PETER GHIGLIAZZA								
Dec. 31, 1911....	32	531	1,474.63	1,260.00	257.95	19.43	-----	-----
PETE SATORI								
Dec. 31, 1911....	31	967	1,367.87	1,260.00	253.48	19.15	-----	-----
GREEK-AMERICAN MINES CO.								
Dec. 31, 1911....	91	-----	829.00	300.00	639.00	-----	-----	-----
NEVADA CONSOLIDATED COPPER CO.								
Dec. 31, 1911....	619,958	-----	2,132,852.91	430,732.81	163,724.15	1,123,178.49	415,217.46	8,262.83
Mar. 31, 1912....	743,443	-----	2,410,890.10	555,089.36	195,503.19	1,283,261.20	377,036.35	8,068.58
June 30, 1912....	821,421	-----	2,838,918.56	560,264.37	216,504.66	1,333,061.72	729,087.81	15,310.84
Sept. 30, 1912....	812,064	-----	3,299,376.72	534,354.16	212,079.57	1,331,418.65	1,221,624.34	25,652.01
ED WILSON & OLE JOHNSON								
Dec. 31, 1911....	236	1400	11,919.42	6,240.00	5,776.55	-----	-----	-----
Mar. 31, 1912....	177	800	9,265.35	5,860.00	3,755.28	-----	-----	-----
AMALGAMATED NEVADA MINES CO.								
Mar. 31, 1912....	850	-----	2,550.00	1,275.00	425.00	900.00	-----	-----
June 30, 1912....	810	-----	3,240.00	1,620.00	405.00	1,200.00	-----	-----
DOG STAR MINE								
June 30, 1912....	40	-----	981.00	2,000.00	1,962.00	40.00	-----	-----
COPPER MINES CO.								
June 30, 1912....	386	250	15,050.95	3,643.91	878.96	4,305.23	6,222.85	130.68
Sept. 30, 1912....	1,998	1659	59,096.60	7,506.03	4,397.03	21,579.82	25,614.72	537.91
GIROUX CONSOLIDATED MINES CO.								
June 30, 1912....	26,924	-----	100,961.69	48,357.38	7,267.26	46,667.90	-----	-----
Sept. 30, 1912....	85,758	-----	414,817.99	199,495.04	21,548.17	193,685.16	89.62	1.88
COPPER MINES CO. LEASE NO. 1								
Sept. 30, 1912....	28	1054	839.32	500.00	93.49	142.92	102.91	2.16
COPPER MINES CO. LEASE NO. 2								
Sept. 30, 1912....	28	1276	1,063.04	600.00	202.56	125.72	134.76	2.83
	3,114,514	1817	\$11,308,289.69	2,362,368.14	\$336,283.13	5,339,841.63	2,775,040.82	\$57,969.92

The State as a Whole

For the State as a whole, statistics of tonnage and value by quarters from January 1, 1909, to September 30, 1912, show as follows:

<i>For year 1909</i>	<i>Tons</i>	<i>Value</i>
First quarter.....	649,222	\$6,343,636.19
Second quarter.....	721,805	6,891,057.58
Third quarter.....	796,888	4,920,837.03
Fourth quarter.....	748,908	6,814,001.37
Totals.....	2,906,823	\$24,969,531.17
<i>For year 1910</i>		
First quarter.....	930,282	\$6,968,851.14
Second quarter.....	1,000,695	8,072,581.21
Third quarter.....	912,802	8,131,375.47
Fourth quarter.....	911,249	8,445,374.72
Totals.....	3,755,028	\$31,608,182.54
<i>For year 1911</i>		
First quarter.....	1,077,339	\$3,455,673.20
Second quarter.....	1,092,110	8,004,723.28
Third quarter.....	1,070,637	7,789,941.06
Fourth quarter.....	1,001,920	8,264,686.85
Totals.....	4,242,006	\$32,515,030.39
<i>For year 1912</i>		
First quarter.....	1,137,457	\$3,877,502.86
Second quarter.....	1,230,382	8,994,116.20
Third quarter.....	1,352,434	9,533,277.43
Totals.....	3,770,273	\$26,904,896.49

The increase indicated in both tonnage and value is very gratifying. In my last annual report I called your attention to the fact that the tonnage at that time was materially in excess of what it had been during the quarters of preceding years, and to my mind this indicated an exceedingly healthy condition of the industry. Giving as a reason that advanced methods were being employed, enabling operators to work lower grades of ores, which were passed up during earlier stages of development, at an attractive profit. I also stated that this would indicate prolonged life for the mines and consequent increased dividends in the final analysis for stockholders. I am recalling these facts as the evidence during the past year, as shown by statistics above, particularly emphasizes them.

A comparative statement of actual amount of bullion tax paid by counties and quarters for year 1911 and first nine months of 1912, is as follows:

Churchill County	<i>1911</i>	<i>1912</i>
Quarter ending March 31.....	None	\$3,870.04
Quarter ending June 30.....	None	3,196.88
Quarter ending September 30.....	\$478.23	None
	\$478.23	
Quarter ending December 31.....	3,567.45	
Totals.....	\$4,045.68	\$7,066.92

Clark County		
Quarter ending March 31.....	None	\$203.16
Quarter ending June 30.....	None	1,456.00
Quarter ending September 30.....	None	1,592.44
Quarter ending December 31.....	\$125.15	
Totals.....	\$125.15	\$3,251.60

Esmeralda County

	1911	1912
Quarter ending March 31.....	\$37,263.54	\$20,236.18
Quarter ending June 30.....	38,990.00	13,308.46
Quarter ending September 30.....	27,136.78	3,044.17
	\$103,390.32	
Quarter ending December 31.....	25,246.04	
Totals.....	\$128,836.96	\$36,588.81

Eureka County

Quarter ending March 31.....	\$14.95	\$8.04
Quarter ending June 30.....	35.83	62.76
Quarter ending September 30.....	172.83	16.51
	\$223.61	
Quarter ending December 31.....	45.54	
Totals.....	\$269.15	\$87.31

Humboldt County

Quarter ending March 31.....	\$4,760.04	\$2,911.30
Quarter ending June 30.....	7,841.03	2,950.59
Quarter ending September 30.....	2,060.95	1,891.67
	\$14,662.02	
Quarter ending December 31.....	3,117.42	
Totals.....	\$17,769.44	\$7,753.46

Lander County

Quarter ending March 31.....	None	None
Quarter ending June 30.....	None	None
Quarter ending September 30.....	None	None
Quarter ending December 31.....	\$196.30	
Totals.....	\$196.30	None

Lincoln County

Quarter ending March 31.....	None	\$3,488.75
Quarter ending June 30.....	None	1,697.65
Quarter ending September 30.....	None	2,429.32
Quarter ending December 31.....	None	
Totals.....	None	\$7,565.72

Lyon County

Quarter ending March 31.....	None	\$1,940.21
Quarter ending June 30.....	\$14.09	5,205.06
Quarter ending September 30.....	20.90	2,029.54
Totals.....	\$34.99	\$9,174.81

Nye County

Quarter ending March 31.....	\$18,152.50	\$14,189.51
Quarter ending June 30.....	17,570.08	11,440.10
Quarter ending September 30.....	15,613.79	13,121.39
	\$51,336.37	
Quarter ending December 31.....	15,712.15	
Totals.....	\$67,048.52	\$38,751.00

Storey County

Quarter ending March 31.....	None	\$1,547.59
Quarter ending June 30.....	None	2,178.31
Quarter ending September 30.....	\$6,390.93	1,826.06
	\$6,390.93	
Quarter ending December 31.....	6,035.39	
Totals.....	\$12,426.32	\$5,561.96

Washoe County

	1911	1912
Quarter ending March 31	\$6.15	\$8.26
Quarter ending June 30	120.61	None
Quarter ending September 30	None	7.04
	\$126.76	
Quarter ending December 31	None	
Totals	\$126.76	\$15.30

White Pine County

Quarter ending March 31	\$9,561.29	\$8,068.58
Quarter ending June 30	4,812.29	15,441.52
Quarter ending September 30	6,295.29	26,196.79
	\$20,668.87	
Quarter ending December 31	8,262.88	
Totals	\$28,931.70	\$49,706.89

The State as a Whole

Quarter ending March 31	\$69,758.47	\$52,551.58
Quarter ending June 30	69,384.53	57,605.49
Quarter ending September 30	58,159.70	55,351.71
	\$197,302.70	
Quarter ending December 31	62,323.20	
Totals	\$259,625.90	\$165,508.78

While the State as a whole shows considerable increase in the gross value of ore extracted during first three quarters of 1912 over same period for 1911, you will note the actual amount of bullion tax paid was \$31,793.92 less. In Esmeralda County the Goldfield Consolidated Mines Company during the first nine months of 1912 was operating on a grade of ore of much less value per ton than during the same period of 1911, and were almost entirely responsible for the decrease in this county of \$66,807.11.

In Humboldt County during first nine months of 1912, the National Mines Company were engaged in considerable litigation, which materially retarded their output, and at the same time were operating on a somewhat lower grade of ore than during same period of 1911. In the spring of 1912 the Seven Troughs Coalition Mines Company suffered a severe loss through a cloudburst, which carried away a portion of their milling plant. These two companies are almost entirely responsible for the decrease in this county of \$6,898.56.

Nye County for the first nine months of 1912 shows a decrease against same period for 1911 of \$12,585.37, which may not be considered abnormal in view of the enormous tonnage and fluctuating values shown in the Tonopah District.

Thus we find the state decrease for nine months only \$31,793.92, while in three counties alone there was a decrease aggregating \$86,291.04. This difference was made up by increases in other sections. I will mention those particularly worthy of note and give the reasons therefor.

Churchill County during the two nine-month periods under discussion showed an increase for 1912 over 1911 of \$6,587.69, due to the Fairview and Wonder Districts arriving at the heavy production stage after a considerable period of preparation.

Clark County paid a bullion tax during first nine months of 1912 of \$3,251.60, and none during same period of 1911. This was almost

entirely due to the vigorous and profitable operations of the Yellow Pine Mining Company of Goodsprings.

During first nine months of 1911 Lincoln County paid no bullion tax, while during same period of 1912 it paid \$7,565.72. This was due largely to two causes: First—The shipment of the Bullionville and Condor Canyon Tailings, the former of which, particularly, yielded large returns. Second—A decided general improvement in the operations of the Prince Consolidated and Day-Bristol Mining Companies.

Lyon County shows an increase of \$9,139.82, due to the completion of the Wabuska smelter, which enabled the large copper properties of the Yerington District, especially the Nevada-Douglas and Mason Valley Mines Companies, to handle their ores to advantage.

White Pine County shows an increase of \$29,038.02, principally due to the increased price of copper during 1912; but also, to a certain extent, due to increased tonnage handled by the Nevada Consolidated Copper Company.

Decreases are largely in gold values, while increases are largely in copper and silver values.

Respectfully submitted,

L. F. ADAMSON,
State License and Bullion Tax Agent.

STATEMENT

Showing financial condition of appropriation made for support of the office of State License and Bullion Tax Agent, as of December 31, 1912

Amount appropriated for salary and expenses for 1911 and 1912	\$8,000.00
<i>Expended</i>	
Salary, 1911 and 1912, State License and Bullion Tax Agent	\$5,000.00
Expenses, 1911 and 1912, per vouchers on file with State Controller ..	2,532.50
	7,532.50
Credit balance for reversion	\$467.50



STATE OF NEVADA

ANNUAL REPORT

OF THE

STATE BANK EXAMINER

1911

EUGENE HOWELL
State Bank Examiner



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT
1912



LETTER OF TRANSMITTAL

THE STATE OF NEVADA,
OFFICE OF THE STATE BANK EXAMINER.

*To His Excellency, TASKER L. ODDIE, Governor of Nevada, and to the
State Banking Board of Nevada.*

GENTLEMEN: I have the honor to submit herewith the regular annual report of this department for the year 1911, showing the condition of all the banks in this State operating under the present state banking law, together with a comparative statement summarized of each bank up to and including December 5, 1911, the date of last call.

Respectfully yours,

Engene Howell.

State Bank Examiner.

STATE BANKING BOARD OF NEVADA

Governor TASKER L. ODDIE, Chairman.....Carson City
J. A. MCBRIDE Elko
H. E. REID Reno
W. B. GRAHAM.....Ely
HUGH H. BROWN.....Tonopah
EUGENE HOWELL.....State Bank Examiner and Secretary of the Board
JOHN M. GREGORY.....Deputy Bank Examiner

REPORT OF STATE BANK EXAMINER FOR 1911

The banks of the State of Nevada have in the past been operating under the banking laws of 1907 and 1909, and later under the present law of 1911, approved March 22d of that year.

The State Banking Board consists of the Governor, who is Chairman of the Board, and four additional members appointed by the Governor, and who reside throughout the State.

The State Bank Examiner is appointed by the Governor and is also Secretary of the Board.

The Deputy Bank Examiner, who is Assistant Secretary, is appointed by the State Bank Examiner.

The present State Banking Board, appointed under the new law in March, 1911, has held three regular meetings as a board, having met in session in Carson City on March 30th and 31st, July 14th and 15th, and December 29th and 30th.

The condition and affairs of each and every bank throughout the State were examined separately by item, including loans, overdrafts, expenses, real estate, bonds, securities, etc.

All banks were found to be improving their condition right along, and all are mindful of the law, and doing their best to live up to it. Excess loans have been cut down in many instances, and no new ones made in excess of the 25 per cent statutory requirement.

That bane of banking, "overdrafts," has in some banks been eliminated entirely, while other banks are coming into line, and are using every endeavor to have their overdrafts paid, or taken up by solvent notes, and are allowing no new overdrafts.

In January, prior to the passage of the present banking law, the state banks were carrying overdrafts amounting to \$485,218.15, which have now, referring to the statement of December 5th last, been cut down to \$168,074.46, or a decrease of \$317,143.69.

Reports were called for, showing statement of condition up to and including January 7, 1911, March 7, 1911, June 7, 1911, September 7, 1911, and December 5, 1911.

I consider it will be admissible in this instance to call attention to some of the new and salient provisions of the new banking law approved March 22, 1911, which all the banks doing business in this State under the said law are required to live up to:

1. Meetings.

Annual meetings under the law must be held some time during the month of January of each year; directors' meetings at least once every three months. (Sec. 10.)

2. List of Stockholders.

A list of stockholders, with the names and places of residence and number of shares held by each, must be kept in the office of such bank subject to inspection of all the stockholders and creditors of said bank. A copy of such list, on the first Monday of January of each year, verified by the oath of the president or cashier, shall be transmitted to the Bank Examiner and State Banking Board. (Sec. 38.)

3. Directors' Qualifications.

No stockholder shall be eligible to serve as a director in any bank unless he be a bona fide owner of at least one thousand dollars of the stock of such bank fully paid and not hypothecated. (Sec. 10.)

4. Oaths.

Such oath subscribed by the director making same, and certified by the notary public before whom it was taken, shall be immediately transmitted to the Bank Examiner, and shall be filed and preserved in his office. (Sec. 10.)

5. Bond Required.

The cashier, and all employees of any bank having care of the funds of such bank, must give a good and sufficient bond. (Sec. 10.)

6. Cash Reserve.

Every bank must have on hand in available funds an amount equal to 15 per cent of its entire deposits. (Sec. 14.)

7. Excess Loans.

The total liability to any bank, of any person, company, corporation, or firm for money borrowed, including in the liability of the firm or company the liabilities of the several members thereof, shall not at any time exceed 25 per cent of the capital stock and surplus of such bank actually paid in. (Sec. 15.)

8. Overdrafts.

Overdrafts are not permitted. (Sec. 34.)

9. No Director, Officer or Employee to Endorse.

It shall be unlawful for any director, officer or employee of any bank to become an endorser or surety for loans to any other person, or in any manner become obligor for money borrowed of, or loaned by such bank. (Sec. 17.)

10. No Director, Officer, or Employee to Borrow Without Approved Security.

It shall be unlawful for any director, officer, or employee of any bank directly or indirectly, for himself or as the agent of others, to borrow money from such bank, unless he give good and sufficient security for the repayment of such loan, which loan must be approved by a majority vote of the directors in regular or in special meeting, the applicant not voting, and all the proceedings thereto shall be recorded at length in the records of the bank. (Sec. 18.)

11. Minimum Capital, \$25,000.

That hereafter no bank or trust company shall be organized, and no bank or banker shall be permitted to carry on business with a less capital than \$25,000, and the full amount of the capital stock must be paid in cash. (Sec. 8.)

BANKS LIQUIDATED DURING 1911

The First Exchange Bank of Rawhide closed business in March, 1911, and liquidated by paying its depositors in full, and duly filed with this office a statement to that effect April 6, 1911, and thereupon surrendered its certificate of authority to transact a banking business.

NEW BANKS CHARTERED DURING 1911**Mason Valley Bank, Inc.**

The Mason Valley Bank, Inc., at Mason, Lyon County, this State, was duly organized by filing its articles of incorporation with the County Clerk of Lyon County November 18, 1911, a certified copy of the same with the Secretary of State of Nevada, at Carson, November 21, 1911, and a certified copy of the said articles with the State Banking Board November 27th at Carson City, Nevada.

The capital of said bank was duly paid in cash, amounting to \$25,000, and a paid-up surplus in cash of \$5,000, making a total of \$30,000 fully paid in capital and surplus as above named, and a verified list of the names and places of residence of the stockholders and the amount paid in by each stockholder, filed with the State Bank Examiner November 27th, and the official oaths of the directors of the said bank duly filed in accordance with law.

Therefore the necessary certificate and banking license were issued November 27, 1911, authorizing the said bank to proceed with the business of banking as a duly licensed bank under the law.

THE BULLFROG BANK AND TRUST COMPANY, RHYOLITE

This bank suspended June 30, 1909, and was taken possession of at that time by the State Bank Examiner acting for the State Banking Board. The bank at the time of its failure had liabilities amounting to nearly \$100,000, with cash on hand and in banks amounting to \$2,100, with the balance of the assets in bad shape.

Hon. Clay Tallman was placed in charge as trustee for the Bank Examiner, and through an agreement arranged upon and payment of money by the directors, together with realizing upon the assets, Mr. Tallman has, through his energy and close application to the situation, succeeded in paying a dividend of 53½ per cent to the depositors and will pay 5 cents more, or probably 10 cents.

PAST WORK OF THE DEPARTMENT

I desire to say a word in regard to the past work of the department and particularly that of Mr. M. M. Van Fleet, State Bank Examiner, who unfortunately passed away April 2, 1910. Mr. Van Fleet was a most exemplary man, competent and faithful in every respect. He died while in the discharge of his duties, and in his death the State lost an honorable gentleman, and one whose work shows, by the record in this office, to have been thorough and painstaking in all particulars.

The banks during the administration of Mr. Van Fleet also had the aid and wise counsel of the State Banking Board, at that time a creation of the law of 1909.

The members of that board were capable and untiring, and the efficiency and good condition of the banks throughout the State are in many ways due to the sound advice and continued insistence of the board that the banks should live up to the provisions and requirements of the law.

**LICENSE FEES COLLECTED AND PAID OVER TO THE
STATE TREASURER**

From June 1, 1911, to April 1, 1912

	<i>Capital</i>	<i>License</i>
Bank of Austin, Austin.....	\$80,000.00	\$125.00
Bank of Nevada Savings and Trust Company, Reno.....	100,000.00	125.00
Bank of Pioche, Pioche.....	25,000.00	83.33
Bank of Sparks, Sparks.....	25,000.00	83.33
Carson Valley Bank, Carson City.....	50,000.00	125.00
Churchill County Bank, Fallon.....	65,050.00	125.00
John S. Cook & Company, Bankers, Goldfield.....	250,000.00	333.33
Douglas County Farmers Bank, Gardnerville.....	25,000.00	83.33
Farmers Bank of Carson Valley, Minden.....	25,000.00	83.33
First State Bank, Las Vegas.....	25,000.00	83.33
Henderson Banking Company, Elko.....	100,000.00	125.00
Horton Banking Company, Battle Mountain.....	12,000.00	83.33
Lincoln County Bank, Caliente.....	10,000.00	83.33
Lovelock Mercantile Banking Co., Lovelock.....	50,000.00	125.00
Lyon County Bank, Yerington.....	26,300.00	125.00
Mason Valley Bank, Inc., Mason (licensed November 27, 1911)	25,000.00	100.00
Quinn River Bank, McDermitt.....	17,000.00	83.33
Scheeline Banking and Trust Company, Reno.....	120,000.00	229.14
Tonopah Banking Corporation, Tonopah.....	250,000.00	333.33
Washoe County Bank, Reno.....	500,000.00	416.66
Totals.....	\$1,780,350.00	\$2,954.10

This office holds and has on file the several receipts from the State Treasurer for the above amounts, aggregating a total of \$2,954.10 as per the above list.

STATEMENT OF EXPENDITURES

From January 1, 1911, to December 31, 1911, Inclusive

Expense and per diem of members of Banking Board.....	\$868.20
A. B. Witcher, salary as Bank Examiner (being part of January).....	177.40
T. J. Salter, salary as Assistant Bank Examiner (January).....	150.00
Salary of present Bank Examiner and Deputy.....	5,037.20
Traveling expenses incurred in examinations.....	487.13
Office furniture, including safe.....	521.25
Office supplies.....	117.34
Office rent.....	240.00
Electric light.....	11.10
Gas.....	5.00
Telegrams.....	71.22
Telephone.....	71.20
Expressage.....	3.15
Postage.....	27.50
Postoffice box rent.....	3.40
Street sprinkling.....	14.00
Clerk of the Supreme Court, fees in case of Howell v. Wildes.....	38.35
Stenographer.....	51.50
Total expenditures.....	\$7,894.94

I am pleased to say that the expenses for this department, as noted above for 1911, are less than the expenses for the previous year of 1910.

The reports from each bank of January 7, 1911, and of December 5, 1911, are tabulated herewith in detail, with comparative sheets following.

From these reports it will be seen that all banks throughout the State in their entirety are in most excellent condition.

There have been no bank failures during the year 1911.

Engene Howell

State Bank Examiner.

REPORTS OF STATE BANKS

At the Close of Business

December 5, 1911

COMPARATIVE STATEMENT

BANK OF AUSTIN

Austin

J. A. Miller, Sr., President.

J. A. Miller, Jr., Vice-President.

J. A. Miller, Jr., Cashier.

DIRECTORS

J. A. Miller, Sr.,

J. A. Miller, Jr.,

I. B. H. Miller,

P. B. Ellis.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$38,925.15	\$40,763.36
Loans and discounts, unsecured	31,363.77	32,764.63
	\$70,288.92	\$73,517.99
Overdrafts, secured	\$46,759.58	\$31,189.69
Overdrafts, unsecured	12,629.22	21,222.90
	59,288.80	52,412.59
Bonds, stocks and securities	2,200.00	2,200.00
Lot and banking house	5,000.00	5,035.40
Furniture and fixtures	4,120.93	4,241.17
Other real estate	576.90	226.90
Due from banks	16,709.27	34,428.33
Exchanges for clearing house	8,573.08	0.00
Checks and cash items	337.75	993.58
Gold coin	\$19,060.00	\$10,240.00
Silver coin	2,212.10	3,101.00
Currency	15.00	100.00
	21,287.10	13,441.00
All other resources	0.00	0.00
Total resources	\$188,882.75	\$186,496.96

Liabilities

Capital stock paid in	\$80,000.00	\$80,000.00
Surplus	5,000.00	5,000.00
Undivided profits	10,066.21	8,132.27
Deposits subject to check	\$81,537.33	\$81,360.52
Deposits, demand certificates	9,007.30	9,578.86
Deposits, time certificates	0.00	0.00
Deposits, savings accounts	0.00	0.00
Deposits, certified checks	1,315.00	440.00
Deposits, cashier's checks	0.00	0.00
	91,860.23	91,379.38
Due to banks	1,466.31	1,965.31
All other liabilities	0.00	0.00
Total liabilities	\$188,382.75	\$186,496.96
Total reserve	\$36,900.00	\$44,884.00
Per cent reserve	39.8%	48.9%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$3,229.07	
Overdrafts		\$6,876.21
Cash on hand		7,846.10
Balances due from banks	17,719.06	
Balances due to banks	580.00	
Total deposits		480.85
Total reserve in cash and banks	8,534.00	
Per cent reserve	9.1%	
Total resources and liabilities		1,885.79

COMPARATIVE STATEMENT

HORTON BANKING COMPANY

Battle Mountain

J. B. Horton, President.

E. E. Horton, Vice-President.

J. B. Horton, Cashier.

DIRECTORS

J. B. Horton,

E. E. Horton,

J. L. Curtis.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured.....	\$6,067.67	\$18,391.60
Loans and discounts, unsecured.....	21,662.79	20,535.60
	\$27,730.46	\$38,927.20
Overdrafts, secured.....	\$21,662.32	\$0.00
Overdrafts, unsecured.....	5,743.18	18,749.90
	27,395.50	18,749.90
Furniture and fixtures.....		367.50
Due from banks.....		947.57
Cash items.....		677.33
Gold coin.....	\$2,350.00	\$2,425.00
Silver coin.....	941.25	593.00
Currency.....	433.00	25.00
	3,724.25	3,043.00
All other resources.....	0.00	0.00
Total resources.....	\$60,842.61	\$64,106.15

Liabilities

Capital stock paid in.....	\$12,000.00	\$12,000.00
Undivided profits.....	2,588.36	5,223.47
Due to banks.....	4,058.79	2,208.99
Deposits subject to check.....	\$38,745.98	\$40,961.25
Deposits, demand certificates.....	1,350.00	246.44
Deposits, time certificates.....	2,099.50	3,466.00
	42,195.46	44,673.69
All other liabilities.....	0.00	0.00
Total liabilities.....	\$60,842.61	\$64,106.15
Total reserve.....	\$613.08	\$2,926.99
Per cent reserve.....	1.6%	6.5%
Average reserve for 30 days prior to this date.....	18.2%	13.9%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts.....	\$11,196.74	
Overdrafts.....		\$8,645.80
Cash items.....	248.24	
Cash on hand.....	681.25	
Balances due from banks.....	1,145.41	
Balances due to banks.....		1,849.80
Undivided profits.....	2,653.11	
Deposits.....	2,478.23	
Total reserve in cash and banks.....	2,313.96	
Per cent reserve.....	5.0%	
Total resources and liabilities.....	3,268.54	

COMPARATIVE STATEMENT

LINCOLN COUNTY BANK

Caliente

B. O. Dranga, President.

O. C. Dranga, Cashier

M. W. Ryan, Assistant Cashier.

DIRECTORS

B. O. Dranga,

M. W. Ryan,

O. C. Dranga,

H. C. Harmond.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$7,251.00	\$8,409.85
Loans and discounts, unsecured	10,028.60	7,764.00
	\$17,279.60	\$16,173.85
Overdrafts, secured	\$0.00	\$0.00
Overdrafts, unsecured	220.62	0.00
	\$220.62	0.00
Bonds, stocks and securities	3,500.00	4,800.00
Furniture and fixtures	2,500.00	2,500.00
Other real estate	1,800.00	0.00
Due from banks	11,168.51	2,945.71
Cash items	2,363.59	0.00
Gold coin	\$1,245.00	\$245.00
Silver coin	1,188.42	1,131.14
Currency	6,208.00	3,311.00
	8,641.42	4,687.14
All other resources	0.00	0.00
Total resources	\$47,463.74	\$30,606.70

Liabilities

Capital stock paid in	\$10,000.00	\$10,000.00
Undivided profits	487.69	1,160.39
Due to banks	0.00	1,496.03
Deposits subject to check	\$30,758.85	\$15,081.28
Deposits, demand certificates	551.20	2,290.00
Deposits, time certificates	2,560.00	130.00
Deposits, cashier's checks	106.00	500.00
	33,976.05	17,951.28
Bills payable	3,000.00	0.00
All other liabilities	0.00	0.00
Total liabilities	\$47,463.74	\$30,606.70
Total reserve	\$19,799.93	\$6,137.82
Per cent reserve	58.3%	34.7%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts		\$1,105.75
Overdrafts		220.62
Other real estate		1,800.00
Bonds, stocks and securities	\$800.00	
Cash items		2,363.59
Cash on hand		3,954.28
Balances due from banks		8,212.80
Balances due to banks	1,496.03	
Undivided profits	672.70	
Deposits		16,024.77
Bills payable		3,000.00
Total reserve in cash and banks		13,662.11
Per cent reserve		23.4%
Total resources and liabilities		16,857.04

COMPARATIVE STATEMENT

CARSON VALLEY BANK

Carson City

Geo. S. Nixon, President.

Walter J. Harris, Vice-President.

F. M. Lee, Vice-President.

M. D. Fairchild, Cashier.

J. E. Monahan, Assistant Cashier

DIRECTORS

Geo. S. Nixon,

Walter J. Harris,

F. M. Lee,

Richard Kirman,

Chas. J. Rulison.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured.....	\$122,980.83	\$101,177.26
Loans and discounts, unsecured.....	47,655.66	84,778.87
	\$170,636.49	\$185,956.13
Overdrafts, secured.....	\$1,572.72	\$79.47
Overdrafts, unsecured.....	0.00	13.06
	1,572.72	92.52
Bonds, stocks and securities.....	47,123.10	94,327.50
Lot and banking house.....	0.00	0.00
Furniture and fixtures.....	3,524.57	1,000.00
Due from banks.....	53,568.74	82,635.54
Cash items.....	778.02	9,042.96
Gold coin.....	\$19,445.00	\$34,345.00
Silver coin.....	1,433.60	1,702.65
Currency.....	5,586.00	140.00
	26,464.60	36,187.65
All other resources.....	0.00	0.00
Total resources.....	\$303,668.24	\$409,242.30

Liabilities

Capital stock paid in.....	\$50,000.00	\$50,000.00
Surplus.....	500.00	1,500.00
Undivided profits.....	6,548.60	1,852.97
Due to banks.....	27,390.15	60,100.85
Deposits subject to check.....	\$145,170.35	\$178,062.08
Deposits, demand certificates.....	3,185.79	7,472.14
Deposits, time certificates.....	58,665.44	54,075.65
Deposits, savings accounts.....	10,674.60	23,172.77
Deposits, certified checks.....	0.00	500.00
Deposits, cashier's checks.....	1,533.81	3,183.85
	219,229.49	266,456.44
Deposits, postal savings.....	0.00	29,332.04
All other liabilities.....	0.00	0.00
Total liabilities.....	\$303,668.24	\$409,242.30
Total reserve.....	\$52,643.19	\$58,722.34
Per cent reserve.....	24.0%	19.9%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts.....	\$15,319.64	
Overdrafts.....		\$1,480.20
Bonds, stocks and securities.....	47,204.40	
Furniture and fixtures.....		2,524.57
Cash items.....	8,284.94	
Cash on hand.....	9,723.06	
Balances due from banks.....	29,066.80	
Balances due to banks.....	32,710.70	
Deposits.....	47,226.95	
Postal savings deposits.....	29,332.04	
Surplus.....	1,000.00	
Undivided profits.....	4,669.63	
Total reserve in cash and banks.....	6,079.15	
Per cent reserve.....		
Total resources and liabilities.....	105,574.06	

COMPARATIVE STATEMENT

HENDERSON BANKING COMPANY

Elko

John Henderson, President.

L. O. Henderson, Vice-President.

Hayden Henderson, Cashier.

Lambert Henderson, Asst. Cashier.

DIRECTORS

John Henderson,

L. O. Henderson,

S. W. Henderson,

C. B. Henderson,

J. J. Henderson.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$308,923.94	\$370,111.27
Loans and discounts, unsecured	544,436.28	577,964.15
	\$853,360.22	\$948,075.42
Overdrafts, secured	\$0.00	\$0.00
Overdrafts, unsecured	31,186.84	32,350.66
	31,186.84	32,350.66
Bonds, stocks and securities	40,310.00	37,900.00
Lot and banking house	15,000.00	15,000.00
Furniture and fixtures	10,000.00	10,000.00
Other real estate	7,641.26	7,480.19
Due from banks	682,144.73	763,960.61
Exchanges for clearing house	7,252.36	1,659.00
Cash items	5,982.06	9,328.66
Gold coin	\$90,360.00	\$44,705.00
Silver coin	5,399.93	5,569.44
Currency	27,061.00	63,700.00
	122,820.93	113,964.44
All other resources	0.00	0.00
Total resources	\$1,775,698.39	\$1,939,608.98

Liabilities

Capital stock paid in	\$100,000.00	\$100,000.00
Surplus	100,000.00	100,000.00
Undivided profits	4,691.37	20,389.81
Due to banks	4,173.66	216.43
Deposits, subject to check	\$794,519.56	\$896,928.40
Deposits, time certificates	278,028.53	208,883.93
Deposits, savings accounts	483,445.29	604,612.69
Deposits, cashier's checks	839.98	2,580.20
	1,566,833.36	1,713,015.22
Deposits, postal savings	0.00	5,987.52
All other liabilities	0.00	0.00
Total liabilities	\$1,775,698.39	\$1,939,608.98
Total reserve	\$800,792.00	\$877,698.62
Per cent reserve	51.1%	51.1%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$94,715.20	
Overdrafts	1,163.82	
Bonds, stock and securities		\$2,510.00
Exchanges for clearing house		5,683.36
Cash items	3,346.61	
Cash on hand		8,856.49
Due from banks	81,805.88	
Due to banks	3,967.23	
Undivided profits	15,698.44	
Deposits	146,181.86	
Postal savings deposits	5,987.52	
Total reserve in cash and banks	76,906.62	
Total resources and liabilities	163,910.59	

COMPARATIVE STATEMENT

CHURCHILL COUNTY BANK

Fallon

W. W. Williams, President.

C. W. Foote, Cashier.

Thos. Dolf, Vice-President.

F. B. Strassburg, Assistant Cashier.

DIRECTORS

W. W. Williams,

Thos. Dolf,

Geo. B. Williams,

W. A. Keddle,

W. C. Grimes,

E. L. Williams.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$47,338.59	\$59,157.84
Loans and discounts, unsecured	73,982.09	87,752.22
	\$121,318.68	\$146,910.06
Overdrafts, secured	\$0.00	\$692.19
Overdrafts, unsecured	1,833.78	1,908.83
	1,833.78	2,601.02
Bonds, stocks and securities	8,500.00	25,500.00
Lot and banking house	24,760.25	25,094.00
Furniture and fixtures	3,010.74	3,012.99
Due from banks	105,957.68	42,748.67
Cash items	642.54	182.95
Gold coin	\$30,495.00	\$54,675.00
Silver coin	112.57	2,312.59
Currency	7,511.00	5,650.00
	38,118.57	62,637.59
All other resources	4.73	126.38
Total resources	\$304,136.97	\$308,813.66

Liabilities

Capital stock paid in	\$65,050.00	\$65,100.00
Surplus	13,491.13	16,762.23
Undivided profits	1,080.20	0.00
Deposits subject to check	\$216,493.58	\$211,437.17
Deposits, demand certificates	9,022.06	15,514.26
	224,515.64	226,951.43
All other liabilities	0.00	0.00
Total liabilities	\$304,136.97	\$308,813.66
Total reserve	\$144,076.25	\$105,386.26
Per cent reserve	64.2%	46.4%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$25,591.38	
Overdrafts	767.24	
Bonds, stocks and securities	17,000.00	
Cash items		\$459.59
Cash on hand	24,519.02	
Balances due from banks		63,209.01
Deposits	2,435.79	
Surplus	3,271.10	
Undivided profits		1,080.20
Total reserve in cash and banks		38,689.99
Per cent reserve		17.7%
Total resources and liabilities	4,676.69	

COMPARATIVE STATEMENT

DOUGLAS COUNTY FARMERS BANK

Gardnerville

A. Jensen, President.

A. Jensen, Cashier.

DIRECTORS

A. Jensen,

L. Jensen,

R. C. Jensen.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$27,593.60	\$28,773.65
Loans and discounts, unsecured	61,347.25	63,016.36
Overdrafts, secured	\$5,049.04	\$2,590.83
Overdrafts, unsecured	1,820.00	1,108.01
Lot and banking house	6,869.04	3,698.84
Furniture and fixtures	5,833.33	5,833.33
Due from banks	2,500.00	2,500.00
Cash items	28,181.23	28,374.66
Gold coin	71.94	24.44
Silver coin	\$10,975.00	\$7,080.00
Currency	646.65	327.20
	106.00	18.00
All other resources	11,726.66	7,375.20
	0.00	963.15
Total resources	\$144,123.04	\$140,559.63

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Surplus	2,000.00	2,000.00
Undivided profits	701.93	745.01
Dividends unpaid	1,783.71	0.70
Deposits subject to check	\$70,279.50	\$74,785.40
Deposits, demand certificates	4,764.47	4,588.12
Deposits, time certificates	39,593.23	33,440.40
	114,637.40	112,813.92
All other liabilities	0.00	0.00
Total liabilities	\$144,123.04	\$140,559.63
Total reserve	\$39,907.88	\$35,749.86
Per cent reserve	34.8%	31.7%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$2,849.16	
Overdrafts		\$3,170.20
Cash on hand		4,351.45
Deposits		1,823.48
Total reserve in cash and banks		4,168.02
Per cent reserve		3.1%
Total resources and liabilities		4,168.02

COMPARATIVE STATEMENT

JOHN S. COOK & COMPANY

Goldfield

George Wingfield, President.

W. E. Johnson, Vice-President.

M. E. Hill, Cashier.

J. O. Walther, Asst. Cashier.

DIRECTORS

George Wingfield,

M. E. Hill,

W. E. Johnson.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$676,454.06	\$394,274.48
Loans and discounts, unsecured	264,728.58	711,919.87
	\$941,182.64	\$1,106,194.35
Overdrafts, secured	\$111,314.92	\$2,546.04
Overdrafts, unsecured	0.00	0.00
	111,314.92	2,546.04
Bonds, stocks and securities	71,738.69	138,068.19
Lot and banking house	25,000.00	25,000.00
Furniture and fixtures	30,844.05	30,290.06
Other real estate	61,854.12	61,074.12
Due from banks	419,261.95	696,221.58
Exchanges for clearing house	463.19	3,070.56
Cash items	4,582.97	7,002.41
Gold coin	\$155,912.50	\$91,225.00
Silver coin	7,279.05	6,168.55
Currency	11,649.00	10,548.00
	174,840.55	107,941.55
All other resources	0.00	0.00
Total resources	\$1,841,083.08	\$2,177,398.85

Liabilities

Capital stock paid in	\$250,000.00	\$250,000.00
Undivided profits	2,471.77	21,605.07
Due to banks	2,834.62	442.10
Deposits subject to check	\$1,345,019.65	\$1,739,224.08
Deposits, demand certificates	228,771.11	165,083.59
Deposits, scrip	179.00	0.00
Deposits, certified checks	491.75	838.85
Deposits, cashier's checks	11,315.28	705.21
	1,685,776.79	1,905,351.68
All other liabilities	0.00	0.00
Total liabilities	\$1,841,083.08	\$2,177,398.85
Total reserve	\$591,267.98	\$908,721.03
Per cent reserve	37.3%	42.2%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$165,011.71	
Overdrafts		\$108,768.88
Bonds, stocks and securities	66,319.50	
Real estate		780.00
Exchange for clearing house	2,607.37	
Cash items	2,419.44	
Cash on hand		66,899.00
Balances due from banks	276,969.63	
Balances due to banks	2,392.42	
Deposits	319,574.89	
Undivided profits	19,133.30	
Total reserve in cash and banks	212,463.06	
Per cent reserve	4.9%	
Total resources and liabilities	336,315.77	

COMPARATIVE STATEMENT

FIRST STATE BANK
Las Vegas

J. Ross Clark, President.

W. R. Bracken, Vice-President.

Jno. S. Park, Cashier.

DIRECTORS

J. Ross Clark,

John S. Park,

W. R. Bracken,

W. R. Thomas,

W. E. Hawkins,

Edw. W. Clark.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$72,884.00	\$79,346.34
Loans and discounts, unsecured	39,066.66	44,896.77
	\$111,940.66	\$124,233.11
Overdrafts, secured	\$0.00	\$0.00
Overdrafts, unsecured	1,837.28	98.36
	1,837.28	98.36
Bonds, stocks and securities	0.00	3,000.00
Lot and banking house	8,000.00	8,000.00
Furniture and fixtures	2,000.00	2,000.00
Other real estate	8,000.00	8,000.00
Due from banks	66,022.74	73,237.64
Cash items	151.79	196.00
Gold coin	\$7,535.00	\$9,625.00
Silver coin	2,627.51	3,579.48
Currency	19,683.00	20,047.00
	29,845.51	33,251.48
All other resources	0.00	0.00
Total resources	\$227,797.87	\$252,015.49

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Surplus	2,500.00	5,000.00
Undivided profits	146.00	2,223.19
Deposits, subject to check	\$181,628.71	\$193,802.28
Deposits, time certificates	15,918.27	22,998.96
Deposits, cashier's checks	2,604.89	3,491.06
	200,151.87	219,792.30
All other liabilities	0.00	0.00
Total liabilities	\$227,797.87	\$252,015.49
Total reserve	\$95,868.25	\$106,489.02
Per cent reserve	47.94	48.44

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$12,292.56	
Overdrafts		\$1,788.92
Bonds, stocks and securities	3,000.00	
Cash on hand	3,405.97	
Due from banks	7,214.80	
Surplus	2,500.00	
Undivided profits	2,077.19	
Deposits	19,640.43	
Total reserve in cash and banks	10,620.77	
Per cent reserve	0.54	
Total resources and liabilities	24,217.62	

COMPARATIVE STATEMENT

LOVELOCK MERCANTILE BANKING COMPANY

Lovelock

W. C. Pitt, President.

W. H. Hood, Vice-President.

F. E. Baker, Cashier.

DIRECTORS

W. C. Pitt,

F. E. Baker,

W. H. Hood,

C. J. Hood,

Mrs. W. T. Jenkins.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$46,480.33	\$70,849.82
Loans and discounts, unsecured	25,128.56	23,308.38
	<u>\$71,588.89</u>	<u>94,158.20</u>
Overdrafts, secured	\$0.00	\$0.00
Overdrafts, unsecured	490.01	4,512.60
	<u>490.01</u>	<u>4,512.60</u>
Bonds, stocks and securities	461.45	500.45
Furniture and fixtures	342.50	342.50
Other real estate	779.00	786.50
Due from banks	16,422.27	39,763.84
Cash items	0.00	3,597.65
Gold coin	\$5,895.00	\$3,930.00
Silver coin	652.55	1,053.20
Currency	1,080.00	3,521.00
	<u>7,627.55</u>	<u>8,504.20</u>
All other resources	0.00	5,005.00
Total resources	<u>\$97,711.67</u>	<u>\$167,170.94</u>

Liabilities

Capital stock paid in	\$50,000.00	\$50,000.00
Undivided profits	2,273.68	3,771.59
Deposits subject to check	\$25,614.67	\$41,481.45
Deposits, demand certificates	12,724.47	7,085.09
Deposits, time certificates	7,068.85	54,824.36
	<u>45,437.99</u>	<u>103,390.90</u>
All other liabilities	0.00	8.45
Total liabilities	<u>\$97,711.67</u>	<u>\$167,170.94</u>
Total reserve	\$24,049.82	\$48,268.04
Per cent reserve	52.9%	46.7%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$22,569.31	
Overdrafts	4,022.59	
Cash items	3,597.65	
Cash on hand	876.65	
Due from banks	23,341.57	
Other resources	5,005.00	
Undivided profits	1,497.91	
Deposits	57,952.91	
Total reserve in cash and banks	24,218.22	
Per cent reserve		5.2%
Total resources and liabilities	59,459.27	

COMPARATIVE STATEMENT

MASON VALLEY BANK, INC.

Mason

(Licensed November 27, 1911)

W. W. Armstrong, President.

H. W. Culbertson, Cashier.

George E. Gunn, First Vice-President.

W. Biggame, Assistant Cashier.

H. J. Long, Second Vice-President.

DIRECTORS

W. W. Armstrong,

George E. Gunn,

H. J. Long,

H. W. Culbertson,

A. G. Macallan.

Resources

Items	December 5, 1911	
Due from banks.....		\$32,518.66
Gold coin.....	\$700.00	
Silver coin.....	548.30	
Currency.....	3,400.00	
		4,648.30
All other resources.....		122.74
Total resources.....		\$37,289.70

Liabilities

Capital stock paid in.....		\$25,000.00
Surplus.....		5,000.00
Deposits subject to check.....	\$3,973.70	
Deposits, demand certificates.....	30.00	
Deposits, time certificates.....	3,286.00	
		7,289.70
All other liabilities.....		0.00
Total liabilities.....		\$37,289.70

COMPARATIVE STATEMENT

FARMERS BANK OF CARSON VALLEY

Minden

F. Heise, President.

C. M. Henningsen, Vice-President.

H. G. Marsh, Cashier.

DIRECTORS

F. Heise,

C. M. Henningsen,

C. E. Day,

W. F. Dressler,

H. F. Dangberg.

Resources

Items	January 7, 1911	December 5, 1911	
Loans and discounts, secured.....	\$13,900.00	\$22,200.00	
Loans and discounts, unsecured.....	56,789.73	61,721.14	
		\$70,689.73	\$83,921.14
Overdrafts, secured.....	\$0.00	\$510.76	
Overdrafts, unsecured.....	1,046.35	979.24	
		1,046.35	1,490.00
Bonds, stocks and securities.....		0.00	4,500.00
Lot and banking house.....		5,332.37	5,332.37
Furniture and fixtures.....		3,000.00	3,000.00
Due from banks.....		29,221.15	24,184.87
Cash items.....		1,756.00	0.00
Gold coin.....	\$8,920.00	\$5,860.00	
Silver coin.....	539.00	976.66	
Currency.....	1,441.00	4,989.00	
		11,200.00	11,825.66
All other resources.....		1,086.40	0.00
Total resources.....	\$123,332.00		\$134,204.04

Liabilities

Capital stock paid in.....	\$25,000.00	\$25,000.00	
Undivided profits.....	0.00		1,931.04
Deposits subject to check.....	\$51,481.69	\$73,941.56	
Deposits, demand certificates.....	20,991.48	10,460.34	
Deposits, time certificates.....	25,746.96	22,818.00	
Deposits, cashier's checks.....	111.87	53.10	
		98,332.00	107,273.00
All other liabilities.....		0.00	0.00
Total liabilities.....	\$123,332.00		\$134,204.04
Total reserve.....	\$40,421.15		\$35,960.53
Per cent reserve.....	41.1%		33.5%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts.....	\$13,231.41	
Overdrafts.....	434.65	
Bonds, stocks and securities.....	4,500.00	
Cash items.....		\$1,756.00
Cash on hand.....	625.66	
Balances due from banks.....		5,086.28
All other resources.....		1,086.40
Undivided profits.....	1,931.04	
Deposits.....	8,941.00	
Total reserve in cash and banks.....		4,460.62
Per cent reserve.....		7.6%
Total resources and liabilities.....	10,872.04	

COMPARATIVE STATEMENT

QUINN RIVER BANK

McDermitt

Fred J. Palmer, President.

John N. Vance, Vice-President.

F. R. Sprague, Cashier.

DIRECTORS

Fred J. Palmer,

F. R. Sprague,

John N. Vance.

Randall Sage,

W. O. Baber, Sr.

Resources

Items	January 7, 1911	December 5, 1911	
Loans and discounts, secured	\$8,000.00	\$18,147.50	
Loans and discounts, unsecured	16,000.00	19,353.52	
		\$24,000.00	\$37,501.02
Overdrafts, secured	30.00	\$4,015.15	
Overdrafts, unsecured	5,651.35	91.23	
		5,651.35	4,106.38
Lot and banking house		3,140.80	3,209.40
Furniture and fixtures		2,000.00	2,000.00
Due from banks		17,255.14	983.37
Cash items		0.00	19.50
Gold coin	\$250.00	\$285.00	
Silver coin	1,133.50	1,284.38	
Currency	650.00	1,192.00	
		2,033.50	2,761.38
All other resources		2,981.55	0.00
Total resources		\$57,062.34	\$50,581.05

Liabilities

Capital stock paid in	\$17,000.00	\$17,000.00
Undivided profits	2,731.03	1,107.64
Due to banks	0.00	2,896.23
Deposits, subject to check	\$34,512.95	\$22,195.18
Deposits, demand certificates	952.60	1,392.00
Deposits, time certificates	1,865.76	5,990.00
	37,331.31	29,577.18
All other liabilities	0.00	0.00
Total liabilities	\$57,062.34	\$50,581.05
Total reserve	\$19,288.64	\$848.52
Per cent reserve	51.7%	2.7%

*The loss in reserve on December 5th was due to extraordinary demands. The reserve was restored to statutory requirement in a few days, and was 20% on the 15th, and had reached 40% before the close of December. The average reserve for 30 days prior to December 5th was 23%.

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$13,501.02	
Overdrafts		\$1,544.97
Balances due from banks		18,271.77
Cash on hand	727.88	
Other resources		2,981.55
Balances due to banks	2,896.23	
Undivided profits		1,623.39
Deposits		7,754.13
Total resources and liabilities		6,481.29
Total reserve in cash and banks		18,440.00

COMPARATIVE STATEMENT

BANK OF PIOCHE

Pioche

N. P. Ipson, President.

Geo. B. Greenwood, Vice-President.

M. L. Lee, Cashier.

DIRECTORS

E. A. Hodges,

M. L. Lee,

J. M. Whitmore,

J. R. Cook,

C. A. Thompson,

Geo. B. Greenwood,

N. P. Ipson.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$49,401.21	\$34,092.82
Loans and discounts, unsecured	17,458.29	17,094.51
	\$66,859.50	\$51,187.33
Overdrafts, secured	\$6,769.04	\$3,710.35
Overdrafts, unsecured	3,840.59	207.01
	10,609.63	3,917.36
Bonds, stocks and securities	4,274.99	16,042.76
Lot and banking house	3,725.08	3,725.08
Furniture and fixtures	2,466.42	2,466.42
Other real estate	4,214.22	7,548.19
Due from banks	13,163.32	29,856.68
Checks and cash items	164.14	1,286.22
Gold coin	\$1,320.00	\$1,035.00
Silver coin	1,287.35	616.05
Currency	4,222.00	1,329.00
	6,829.35	2,980.05
All other resources	0.00	0.00
Total resources	\$112,306.65	\$119,010.09

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Undivided profits	51.13	671.69
Dividends unpaid	900.00	0.00
Deposits subject to check	\$76,839.38	\$88,695.46
Deposits, demand certificates	701.35	1,675.00
Deposits, time certificates	7,366.00	2,693.20
Deposits, cashier's checks	1,448.79	274.74
	86,355.52	93,338.40
All other liabilities	0.00	0.00
Total liabilities	\$112,306.65	\$119,010.09
Reserve	\$19,992.67	\$32,836.73
Per cent reserve	23.2%	35.2%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts		\$15,672.17
Overdrafts		6,692.27
Bonds, stocks and securities	\$11,787.77	
Real estate	3,333.97	
Cash items	1,122.08	
Cash on hand		3,849.30
Balance due from banks	16,693.36	
Deposits	6,962.88	
Undivided profits	620.56	
Total reserve in cash and banks	12,844.06	
Per cent reserve	12.0%	
Total resources and liabilities	6,703.44	

COMPARATIVE STATEMENT

BANK OF NEVADA SAVINGS AND TRUST COMPANY

Reno

Geo. S. Nixon, President.
F. M. Lee, Vice-President.

R. C. Turrutin, Cashier.
H. H. Kennedy, Asst. Cashier.

DIRECTORS

Geo. S. Nixon, R. C. Turrutin, F. M. Lee, Henry Anderson,
A. G. Fletcher, S. H. Wheeler, J. Sheehan,
P. L. Flanigan, H. G. Humphrey.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$485,483.99	\$576,203.30
Loans and discounts, unsecured	0.00	0.00
	\$485,483.99	\$576,203.30
Overdrafts, secured	\$9,747.14	\$8,301.14
Overdrafts, unsecured	0.00	0.00
	9,747.14	8,301.14
Bonds, stocks and securities	124,424.16	296,680.40
Lot and banking house	0.00	0.00
Furniture and fixtures	0.00	0.00
Other real estate	21,848.00	21,848.00
Due from banks	237,717.25	197,997.82
Exchanges for clearing house	0.00	0.00
Checks and cash items	0.00	0.00
Cold coin	\$1,680.00	\$2,605.00
Silver coin	77.90	76.95
Currency	40,358.00	52,405.00
	42,085.90	55,086.95
All other resources	0.00	0.00
Total resources	\$921,316.44	\$1,155,127.61

Liabilities

Capital stock paid in	\$100,000.00	\$100,000.00
Surplus	2,750.00	4,000.00
Undivided profits	483.77	11,337.60
Due to banks	0.00	0.00
Savings deposits	818,082.87	1,039,790.01
All other liabilities	0.00	0.00
Total liabilities	\$921,316.44	\$1,155,127.61
Total reserve	\$279,813.00	\$253,084.77
Per cent reserve	34.2%	24.3%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts	\$90,719.31	
Overdrafts		\$1,446.00
Bonds, stocks and securities	171,266.24	
Cash on hand	12,991.05	
Balances due from banks		39,719.43
Balances due to banks	10,853.83	
Deposits	221,707.34	
Surplus	1,850.00	
Undivided profits	10,853.83	
Total reserve in cash and banks		253,084.77
Per cent reserve		9.9%
Total resources and liabilities	233,811.17	

COMPARATIVE STATEMENT

SCHEELINE BANKING AND TRUST COMPANY

Reno

M. Scheeline, President.

J. B. McCullough, Vice-President.

S. Jacobs, Vice-President.

H. Lewers, Cashier.

Milo C. McMillan, Assistant Cashier.

DIRECTORS

M. Scheeline,

Albert Meyer,

George Herberth,

J. B. McCullough,

S. Jacobs.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured.....	\$272,068.01	\$313,023.47
Loans and discounts, unsecured.....	218,037.61	184,350.32
	\$490,105.62	\$497,373.79
Overdrafts, secured.....	\$11,760.73	\$1,988.13
Overdrafts, unsecured.....	100,821.63	147.41
	112,582.36	2,135.54
Furniture and fixtures.....	9,750.32	9,750.32
Other real estate.....	13,500.00	13,616.78
Due from banks.....	31,667.80	85,569.25
Cash items.....	970.73	859.57
Gold coin.....	\$68,875.00	\$49,960.00
Silver coin.....	4,348.90	4,615.25
Currency.....	10,718.00	24,623.00
	83,941.90	79,198.25
Expenses and taxes paid.....	15,868.88	0.00
All other resources.....	0.00	0.00
Total resources.....	\$758,387.61	\$688,503.50

Liabilities

Capital stock paid in.....	\$120,000.00	\$120,000.00
Surplus.....	30,000.00	30,000.00
Undivided profits.....	12,605.49	1,677.28
Due to banks.....	80,403.55	1,713.44
Deposits subject to check.....	\$182,354.12	\$177,180.80
Deposits, demand certificates.....	8,720.23	7,286.90
Deposits, time certificates.....	121,068.30	104,769.32
Deposits, savings accounts.....	195,887.28	243,402.35
Deposits, certified checks.....	509.99	524.99
Deposits, cashier's checks.....	6,818.65	1,608.42
	515,378.57	534,762.78
Letters of credit.....	0.00	350.00
All other liabilities.....	0.00	0.00
Total liabilities.....	\$758,387.61	\$688,503.50
Total reserve.....	\$35,206.15	\$163,054.06
Per cent reserve.....	6.8%	30.5%
Average reserve for 30 days prior to this date.....	21.17	

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts.....	\$7,268.17	
Overdrafts.....		\$110,446.82
Expenses and taxes paid.....		15,868.88
Cash on hand.....		4,743.65
Balances due from banks.....	53,901.46	
Balances due to banks.....		78,690.11
Undivided profits.....		10,928.21
Deposits.....	19,384.21	
Reserve in cash and banks.....	127,847.91	
Per cent reserve.....	23.7%	
Total resources and liabilities.....		69,884.11

COMPARATIVE STATEMENT

WASHOE COUNTY BANK

Beno

Geo. W. Mapes, President. C. T. Bender, Cashier.
 F. M. Rowland, Vice-President. Geo. H. Taylor, Asst. Cashier.
 O. W. Ward, Vice-President. Fred Stadtmuller, 2d Asst. Cashier.

DIRECTORS

Geo. W. Mapes, F. M. Rowland, O. W. Ward, C. T. Bender,
 Geo. H. Taylor, Fred Stadtmuller, A. H. Manning,
 D. A. Bender, Rudolph Herz.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$856,265.30	\$816,486.23
Loans and discounts, unsecured	645,435.08	635,340.32
	\$1,501,700.38	\$1,451,826.55
Overdrafts, secured	\$65,680.64	\$7,128.59
Overdrafts, unsecured	6,890.03	2,437.05
	72,570.67	9,565.64
Bonds, stocks and securities	257,561.95	300,540.77
Lot and banking house	100,000.00	100,000.00
Furniture and fixtures	30,000.00	30,000.00
Other real estate	17,692.36	28,366.70
Due from banks	267,510.30	292,527.76
Exchanges for clearing house	3,031.93	3,406.81
Cash items	3,927.26	1,864.28
Gold coin	\$51,445.00	\$50,465.00
Silver coin	38,865.30	18,423.50
Currency	24,731.00	48,884.00
	114,841.30	115,772.50
All other resources	20,939.10	42,176.10
Total resources	\$2,389,785.20	\$2,376,047.11

Liabilities

Capital stock paid in	\$500,000.00	\$500,000.00
Surplus	200,000.00	200,000.00
Undivided profits	66,212.31	20,165.74
Dividends unpaid	1,380.00	0.00
Due to banks	32,903.31	31,525.81
Deposits, subject to check	\$864,487.48	\$872,519.73
Deposits, demand certificates	32,513.27	20,546.82
Deposits, time certificates	114,880.21	88,449.94
Deposits, savings deposits	566,626.25	640,065.82
Deposits, certified checks	4,411.50	1,187.25
Deposits, cashier's checks	5,770.87	4,566.00
	1,588,689.58	1,622,255.56
Letters of credit	600.00	2,000.00
All other liabilities	0.00	0.00
Total liabilities	\$2,389,785.20	\$2,376,047.11
Total reserve	\$349,448.29	\$376,774.45
Per cent reserve	22.0%	23.6%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts		\$49,873.78
Overdrafts		63,015.08
Bonds, stocks and securities	\$42,978.82	
Real estate	10,674.34	
Other resources	21,237.00	
Cash items		2,062.98
Cash on hand	981.20	
Due from banks	25,017.46	
Due to banks		1,377.50
Undivided profits		46,046.67
Deposits	33,665.98	
Total reserve in cash and banks	27,326.16	
Per cent reserve	11.6%	
Total resources and liabilities		13,738.09

COMPARATIVE STATEMENT

BANK OF SPARKS

Sparks

J. M. Short, President. S. A. Short, Vice-President. H. C. Mulcahy, Cashier.

DIRECTORS

J. M. Short, H. C. Mulcahy, S. A. Short, R. Kirman.

Resources

Items	January 7, 1911	December 5, 1911	
Loans and discounts, secured.....	\$36,579.58	\$42,291.16	
Loans and discounts, unsecured.....	24,058.35	31,242.64	
	\$60,637.93		\$73,533.80
Overdrafts, secured.....	\$1,076.75	\$6.91	
Overdrafts, unsecured.....	4,138.61	3,073.79	
			3,080.70
Bonds, stocks and securities.....		5,210.36	17,600.29
Lot and banking house.....		7,025.59	8,004.97
Furniture and fixtures.....		7,916.86	3,681.63
Other real estate.....		3,681.63	1,200.00
Due from banks.....		14,000.00	23,749.52
Cash items.....		22,861.85	1,738.15
Gold coin.....		420.39	
Silver coin.....	\$8,024.65		
Currency.....	2,225.80		
	81.00		
		10,331.45	8,146.05
All other resources.....		0.00	0.00
Total resources.....	\$132,076.06		\$140,735.11

Liabilities

Capital stock paid in.....	\$25,000.00	\$25,000.00	
Surplus.....	357.63	357.63	
Undivided profits.....	212.83		9.10
Deposits subject to check.....	\$48,947.11	\$49,999.57	
Deposits, demand certificates.....	1,662.00	1,192.30	
Deposits, time certificates.....	500.00	500.00	
Deposits, savings accounts.....	55,268.69	63,568.01	
	106,377.80		115,269.88
All other liabilities.....	127.80		108.50
Total liabilities.....	\$132,076.06		\$140,735.11
Total reserve.....	\$33,183.30		\$31,895.57
Percent reserve.....	31.2%		27.7%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts.....	\$12,895.87	
Overdrafts.....		\$2,129.66
Bonds, stocks and securities.....	10,574.70	
Real estate.....		12,800.00
Cash items.....	1,317.76	
Cash on hand.....		2,185.40
Balances due from banks.....	897.67	
Deposits.....	8,882.08	
Undivided profits.....		203.73
Total reserve in cash and banks.....		1,287.73
Per cent reserve.....		3.5%
Total resources and liabilities.....	8,659.05	

COMPARATIVE STATEMENT

TONOPAH BANKING CORPORATION

Tonopah

Geo. S. Nixon, President.

W. J. Harris, Vice-President.

F. M. Lee, Vice-President.

Eugene Howell, Cashier.

C. H. Connett, Assistant Cashier.

DIRECTORS

Geo. S. Nixon,

R. B. Govan,

H. C. Brougher,

W. J. Harris,

F. M. Lee,

Eugene Howell.

Resources

Items	January 7, 1911	December 5, 1911
Loans and discounts, secured	\$315,229.47	\$397,313.93
Loans and discounts, unsecured	28,863.94	69,739.65
	\$344,093.41	\$167,063.58
Overdrafts, secured	\$2,460.54	\$579.06
Overdrafts, unsecured	2,635.94	488.28
	5,096.48	1,067.34
Bonds, stocks and securities	6,325.00	66,922.50
Furniture and fixtures	8,000.00	4,085.63
Other real estate	11,500.00	0.00
Due from banks	127,205.57	165,499.44
Exchange for clearing house	8,009.26	837.03
Cash items	2,992.28	226.12
Gold coin	\$25,295.00	\$25,245.00
Silver coin	4,267.35	5,459.45
Currency	28,904.00	16,664.00
	58,466.35	47,368.45
All other resources	0.00	0.00
Total resources	\$571,688.35	\$453,060.09

Liabilities

Capital stock paid in	\$250,000.00	\$50,000.00
Undivided profits	7,155.36	4,238.70
Dividends unpaid	120.00	0.00
Due to banks	18.46	226.31
Deposits subject to check	\$309,286.57	\$354,292.47
Deposits, demand certificates	5,107.96	13,572.88
Deposits, cashier's checks	0.00	549.10
	314,394.53	368,414.45
Deposits, postal savings	0.00	30,180.63
All other liabilities	0.00	0.00
Total liabilities	\$571,688.35	\$453,060.09
Total reserve	\$185,653.46	\$212,641.58
Per cent reserve	59.1%	53.3%

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts		\$177,089.83
Overdrafts		4,029.14
Bonds, stocks and securities	\$60,597.50	
Furniture and fixtures		3,914.37
Real estate		11,500.00
Exchanges for clearing house		7,172.23
Cash items		2,766.16
Due from banks	88,293.87	
Cash on hand		11,097.90
Capital stock		200,000.00
Undivided profits		2,916.66
Deposits	54,019.92	
Postal savings deposits	30,180.63	
Total reserve in cash and banks	26,988.12	
Per cent reserve		5.8%
Total resources and liabilities		118,628.26

COMPARATIVE STATEMENT

LYON COUNTY BANK

Yerington

J. I. Wilson, President.

E. R. Lam, Vice-President.

Geo. W. Webster, Cashier.

Geo. F. Willis, Assistant Cashier.

DIRECTORS

J. I. Wilson,

Geo. W. Webster,

E. R. Lam,

J. W. Simpson,

H. P. Clark,

C. E. Mack,

Geo. H. Plummer.

Resources

Items	January 7, 1911	December 5, 1911	
Loans and discounts, secured.....	\$56,302.83	\$59,270.98	
Loans and discounts, unsecured.....	23,872.12	52,065.88	
		\$80,174.95	\$111,336.81
Overdrafts, secured.....	\$19,544.87	\$15,726.27	
Overdrafts, unsecured.....	1,139.43	1,621.56	
		20,684.30	17,347.83
Bonds, stocks and securities.....		25,759.50	80,259.50
Lot and banking house.....		14,285.06	14,285.06
Furniture and fixtures.....		5,755.99	6,065.14
Other real estate.....		2,016.17	6,119.89
Due from banks.....		114,446.29	95,326.62
Cash items.....		1,924.49	1,749.30
Gold coin.....	\$10,825.00	\$10,715.00	
Silver coin.....	2,172.41	706.11	
Currency.....	3,910.00	10,833.00	
		16,907.41	22,254.11
All other resources.....		0.00	0.00
Total resources.....	\$281,954.16	\$354,744.26	

Liabilities

Capital stock paid in.....	\$26,300.00	\$26,600.00	
Undivided profits.....	5,280.05	6,748.97	
Dividends unpaid.....	300.00	50.00	
Deposits subject to check.....	\$198,489.30	\$253,787.56	
Deposits, demand certificates.....	2,800.83	5,641.71	
Deposits, time certificates.....	47,356.20	58,738.62	
Deposits, certified checks.....	1.65	0.00	
Deposits, cashier's checks.....	1,426.13	3,177.40	
	250,074.11	321,345.29	
All other liabilities.....	0.00	0.00	
Total liabilities.....	\$281,954.16	\$354,744.26	
Total reserve.....	\$131,353.70	\$117,580.73	
Per cent reserve.....	52.5%	36.9%	

Results Shown by the Above Figures

	Increase	Decrease
Loans and discounts.....	\$31,161.86	
Overdrafts.....		\$3,336.47
Bonds, stocks and securities.....	54,500.00	
Real estate.....	4,103.72	
Cash on hand.....	5,346.70	
Balances due from banks.....	19,119.67	
Undivided profits.....	1,468.92	
Deposits.....	71,271.18	
Total reserve in cash and banks.....		23,772.97
Per cent reserve.....		5.6%
Total resources and liabilities.....	71,271.18	

REPORT OF STATE BANK EXAMINER

COMPARATIVE STATEMENT
Aggregate Resources and Liabilities of the Nineteen State Banks of Nevada as Shown by the Called Reports for the year 1911

	January 7, 1911	March 7, 1911	June 7, 1911	Sept. 7, 1911	Dec. 5, 1911	Increase, 1911	Decrease, 1911
<i>Resources</i>							
Loans and discounts	\$5,698,012.76	\$5,439,615.87	\$5,827,964.42	\$5,876,766.49	\$5,876,873.64	\$277,860.88	\$317,143.69
Overdrafts	496,218.16	382,518.02	153,039.46	141,525.36	168,074.46	498,037.93	
Bonds, stocks and securities	599,204.43	607,119.51	666,698.96	916,478.80	1,067,242.96	536,866	
Lot and banking house	217,983.76	121,183.31	218,724.43	218,473.58	117,903.35		6,561.30
Furniture and fixtures	123,964.66	121,140.08	124,870.82	116,884.08	166,267.27		9,164.76
Other real estate	166,422.03	166,140.26	164,768.69	144,787.81	2,662,044.79	420,631.43	
Due from banks	2,261,413.36	2,175,749.68	2,816,766.30	2,584,006.36	10,125.60		21,063.56
Exchanges for clearing house	31,179.06	22,446.42	23,720.16	8,424.08	37,864.28	11,966.73	
Checks and cash items	26,927.53	16,329.64	28,011.68	20,068.82	786,426.66	7,389.97	
Cash on hand	789,710.79	792,867.82	796,044.46	786,269.57	48,270.03		53,294.14
All other resources	40,880.96	33,587.29	6,629.41	20,672.66			
Total resources	\$10,338,817.17	\$10,515,197.49	\$10,814,927.57	\$10,792,269.90	\$11,138,062.62	\$799,215.35	
<i>Liabilities</i>							
Capital stock	\$1,755,350.00	\$1,755,350.00	\$1,755,350.00	\$1,555,650.00	\$1,555,700.00	\$3,021.10	\$199,650.00
Surplus	356,598.76	367,068.76	367,068.76	361,343.76	364,618.96		
Profits, less expenses and taxes paid	123,776.76	123,776.76	123,776.76	123,776.76	123,776.76		12,765.55
Deposits subject to check	4,836,467.31	4,836,467.31	5,016,469.12	5,104,277.76	5,335,637.44	670,155.43	
Deposits, demand certificates	722,702.36	708,569.77	728,138.49	682,574.21	616,768.89		69,199.87
Deposits, time certificates	2,136,690.83	2,106,641.22	2,312,248.78	2,432,264.24	2,614,190.05	474,510.22	65,988.87
Deposits, savings accounts	6,799.89	9,425.94	6,416.46	2,434.15	2,691.09		\$,738.80
Deposits, certified checks	3,154.77	3,154.77	46,635.53	17,894.77	20,798.08		11,465.69
Due to banks	153,248.76	205,282.83	154,987.87	108,629.08	108,798.02		44,480.73
All other liabilities	8,211.51	3,615.80	5,403.12	38,606.28	62,029.62	63,818.11	
Total liabilities	\$10,338,817.17	\$10,515,197.49	\$10,814,927.57	\$10,792,269.90	\$11,138,062.62	\$799,215.35	
Total deposits	\$7,939,630.37	\$8,100,227.62	\$8,418,402.07	\$8,641,634.61	\$8,983,892.79	\$994,262.42	
Total reserve	\$2,923,802.00	\$3,322,163.00	\$3,474,953.00	\$3,240,726.00	\$3,947,556.00	\$423,754.00	
Per cent reserve	36.84	41.14	41.34	37.54	37.54	0.74	

COMPARATIVE STATEMENT—STATE BANKS

A comparison of the condition of the nineteen state banks in Nevada made January 7, 1911, before the passage of the new banking act which became a law March 22, 1911, with the last call for the report of condition of December 5, 1911, of the said nineteen banks, gives the following summarized figures:

	Jan. 7, 1911	Dec. 5, 1911	Increase	Decrease
Loans and discounts.....	\$5,598,012.76	\$5,875,873.04	\$277,860.88	
Overdrafts.....	485,218.15	168,074.46		\$317,143.69
Cash on hand.....	815,638.32	774,310.91		41,327.41
Due from banks.....	2,261,413.36	2,682,044.79	420,631.43	
Due to banks.....	153,248.75	108,798.02		44,450.73
Deposits.....	7,939,630.87	8,933,892.79	994,262.42	
Reserve in cash.....	10 3-10%	8 7-10%		1 6-10%
Reserve in banks.....	26 4-10%	28 8-10%	2 4-10%	
Total reserve.....	36 7-10%	37 5-10%	8-10%	
Total resources and liabilities.....	10,388,817.17	11,138,032.52	799,215.35	

SUMMARY

Individual deposits January 7, 1911.....	\$7,939,630.87
Individual deposits December 5, 1911.....	8,933,892.79
Gain in deposits since January 7, 1911.....	\$994,262.42
Loans and discounts January 7, 1911.....	\$5,598,012.76
Loans and discounts December 5, 1911.....	5,875,873.04
Increase in loans since January 7, 1911.....	\$277,860.88
Overdrafts January 7, 1911.....	\$485,218.15
Overdrafts December 5, 1911.....	168,074.46
Decrease in overdrafts since January 7, 1911.....	\$317,143.69
Cash on hand January 7, 1911.....	\$815,638.32
Cash on hand December 5, 1911.....	774,310.91
Decrease in cash since January 7, 1911.....	\$41,327.41
Due from banks January 7, 1911.....	\$2,261,413.36
Due from banks December 5, 1911.....	2,682,044.79
Increase in cash in banks since January 7, 1911.....	\$420,631.43
Due to banks January 7, 1911.....	\$153,248.75
Due to banks December 5, 1911.....	108,798.02
Decrease in balances due to banks since January 7, 1911.....	\$44,450.73
Total reserve January 7, 1911.....	36 7-10%
Total reserve December 5, 1911.....	37 5-10%
Increase in reserve since January 7, 1911.....	8-10%
Total resources January 7, 1911.....	\$10,388,817.17
Total resources December 5, 1911.....	11,138,032.52
Increase in resources since January 7, 1911.....	\$799,215.35

This all goes to show the present healthy condition of all the banks

in their entirety in the State coming under the jurisdiction of the State Banking Board. These figures are compiled in the office of the Banking Board and are correct.

It will be seen that the new banking law has had its effect in many instances. By way of illustration, overdrafts amounting to \$485,218.15, which were carried by the banks in January, have now been reduced to \$168,074.46, or a decrease of \$317,143.69; and the Banking Board feels that by the end of the present year the overdraft column will be further decreased by at least one-half.

It is apparent that the present banking act is a good and strong one, and is gradually making itself felt throughout the State; and had we a banking law of this kind for the banks to live up to, prior to 1907, the prediction is there would have been no bank failures in Nevada.

Another thing not to be overlooked is the fact that the State is getting on a more prosperous basis, and her great resources are being taken hold of in a stronger way. Confidence is being restored, money is easier, and more of it in the banks, as is shown by the above bank statement, which is an index to the situation and conditions as they really exist. Figures speak louder than words, as evidenced by the following facts: Loans have increased \$277,860.88. Cash on hand and in banks amounts to \$3,456,355.70, showing an increase of \$379,304.02. Deposits have increased \$994,262.42.

Engene Howell

State Bank Examiner.

0

STATE OF NEVADA

ANNUAL REPORT

OF THE

STATE BANK EXAMINER

1912

EUGENE HOWELL
State Bank Examiner



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT
1912



LETTER OF TRANSMITTAL

STATE OF NEVADA,
OFFICE OF THE STATE BANK EXAMINER.

*To His Excellency, TASKER L. ODDIE, Governor of Nevada, and to the
State Banking Board of Nevada.*

GENTLEMEN: I have the honor to submit herewith the regular annual report of this department for the year 1912, showing the condition of all the banks in this State operating under the present state banking law, together with a comparative statement summarized of each bank up to and including November 26, 1912, the date of last call.

Respectfully yours,

Engene Howell

State Bank Examiner.

STATE BANKING BOARD OF NEVADA

Governor TASKER L. ODDIE, Chairman.....Carson City
J. A. MCBRIDE Elko
H. E. REID Reno
W. B. GRAHAM.....Ely
HUGH H. BROWN Tonopah
EUGENE HOWELL.....State Bank Examiner and Secretary of the Board
JOHN M. GREGORY.....Deputy Bank Examiner

REPORT OF STATE BANK EXAMINER FOR 1912

The banks in the State of Nevada have in the past been operating under the banking laws of 1907 and 1909, and later under the present law of 1911, approved March 22 of that year.

The State Banking Board consists of the Governor, who is Chairman of the Board, and four additional members appointed by the Governor, and who reside throughout the State.

The State Bank Examiner is appointed by the Governor and is also Secretary of the Board.

The Deputy Bank Examiner, who is Assistant Secretary, is appointed by the State Bank Examiner.

The present State Banking Board, appointed under the new law in March, 1911, has held four regular meetings as a Board, having met in session in Carson City on June 3 and 4, August 29, December 2 and 3, and December 28.

The condition and affairs of each and every bank throughout the State were examined separately by item, including loans, overdrafts, expenses, real estate, bonds, securities, etc.

All banks were found to be improving their condition right along, and all are mindful of the law, and doing their best to live up to it, and excess loans have been cut down in many instances.

That bane of banking, "Overdrafts," has in some banks been eliminated entirely, while other banks are coming into line, and are using every endeavor to have their overdrafts paid, or taken up by solvent notes, and are allowing no new overdrafts.

In January, prior to the passage of the present banking law, the state banks were carrying overdrafts amounting to \$485,218.15, which have now, referring to the statement of November 26 last, been cut down to \$59,467.27, or a decrease of \$425,750.88.

Reports were called for, showing statement of condition up to and including February 20, 1912, April 18, 1912, June 14, 1912, September 4, 1912, and November 26, 1912.

I consider it will be admissible in this instance to call attention to some of the new and salient provisions of the new banking law approved March 22, 1911, which all the banks doing business in this State under the said law are required to live up to:

1. Meetings.

Annual meetings under the law must be held some time during the month of January of each year; directors' meetings at least once every three months. (Sec. 10.)

2. List of Stockholders.

A list of stockholders, with the names and places of residence and number of shares held by each, must be kept in the office of such bank subject to inspection of all the stockholders and creditors of said bank. A copy of such list, on the first Monday of January of each year, verified by the oath of the president or cashier, shall be transmitted to the Bank Examiner and State Banking Board. (Sec. 38.)

3. Directors' Qualifications.

No stockholder shall be eligible to serve as a director in any bank unless he be a bona fide owner of at least one thousand dollars of the stock of such bank fully paid and not hypothecated. (Sec. 10.)

4. Oaths.

Such oath subscribed by the director making same, and certified by the notary public before whom it was taken, shall be immediately transmitted to the Bank Examiner, and shall be filed and preserved in his office. (Sec. 10.)

5. Bond Required.

The cashier, and all employees of any bank having care of the funds of such bank, must give a good and sufficient bond. (Sec. 10.)

6. Cash Reserve.

Every bank must have on hand in available funds an amount equal to 15 per cent of its entire deposits. (Sec. 14.)

7. Excess Loans.

The total liability to any bank, of any person, company, corporation, or firm for money borrowed, including in the liability of the firm or company the liabilities of the several members thereof, shall not at any time exceed 25 per cent of the capital stock and surplus of such bank actually paid in. (Sec. 15.)

8. Overdrafts.

Overdrafts are not permitted. (Sec. 34.)

9. Licenses—Banks.

All those having a capitalization of \$25,000 or less shall pay the said Bank Examiner for such license the sum of \$100; all those having a capitalization of more than \$25,000 and up to and including \$100,000 shall pay a license of \$150; all those having a capitalization of more than \$100,000 up to and including \$200,000 shall pay a license of \$275; all those having a capital of more than \$200,000 and less than \$500,000 shall pay a license of \$400; all those having a capital of \$500,000 or more shall pay a license of \$500, and shall pay annually thereafter, beginning April 1 of each year, a license equal to the original license provided in this section. All moneys collected as herein provided shall be paid into the general fund of the state treasury, and the State Treasurer is hereby required to issue his receipt therefor. (Sec. 47.)

10. No Director, Officer or Employee to Endorse.

It shall be unlawful for any director, officer or employee of any bank to become an endorser or surety for loans to any other person, or in any manner become obligor for money borrowed of, or loaned by such bank. (Sec. 17.)

11. No Director, Officer or Employee to Borrow Without Approved Security.

It shall be unlawful for any director, officer, or employee of any bank directly or indirectly, for himself or as the agent of others, to borrow money from such bank, unless he give good and sufficient security for the repayment of such loan, which loan must be approved by a majority vote of the directors in regular or in special meeting, the applicant not

voting, and all the proceedings thereto shall be recorded at length in the records of the bank. (Sec. 18.)

12. Minimum Capital, \$25,000.

That hereafter no bank or trust company shall be organized, and no bank or banker shall be permitted to carry on business with a less capital than \$25,000, and the full amount of the capital stock must be paid in cash. (Sec. 8.)

NEW BANKS CHARTERED DURING 1912

Bank of Wells

The Bank of Wells, at Wells, Elko County, this State, was duly organized by filing its articles of incorporation with the County Clerk of Elko County January 10, 1912, a certified copy of the same with the Secretary of State of Nevada, at Carson City, January 12, 1912, and a certified copy of the said articles with the State Banking Board January 12, 1912, at Carson City, Nevada.

The capital of said bank was duly paid in cash, amounting to \$50,000, and a verified list of the names and places of residence of the stockholders and the amount paid in by each stockholder filed with the State Bank Examiner January 26, 1912, and the official oaths of the directors of the said bank duly filed in accordance with law.

Therefore the necessary certificate and banking license were issued January 27, 1912, authorizing the said bank to proceed with the business of banking as a duly licensed bank under the law.

THE BULLFROG BANK AND TRUST COMPANY, RHYOLITE

This bank suspended June 30, 1909, and was taken possession of at that time by the State Bank Examiner acting for the State Banking Board. The bank at the time of its failure had liabilities amounting to nearly \$100,000, with cash on hand and in banks amounting to \$2,100, with the balance of the assets in bad shape.

Hon. Clay Tallman was placed in charge as trustee for the Bank Examiner, and through an agreement arranged upon and payment of money by the directors, together with realizing upon the assets, Mr. Tallman has, through his energy and close application to the situation, succeeded in paying a dividend of 53½ per cent to the depositors and will pay 5 cents more before the final closing of the affairs of this institution.

PAST WORK OF THE DEPARTMENT

I desire to say a word in regard to the past work of the department and particularly that of Mr. M. M. Van Fleet, State Bank Examiner, who unfortunately passed away April 2, 1910. Mr. Van Fleet was a most exemplary man, competent and faithful in every respect. He died while in the discharge of his duties, and in his death the State lost an honorable gentleman, and one whose work is shown by the record in this office to have been thorough and painstaking in all particulars.

The banks during the administration of Mr. Van Fleet also had the aid and wise counsel of the State Banking Board, at that time a creation of the law of 1909.

The members of that Board were capable and untiring, and the efficiency and good condition of the banks throughout the State are in many ways due to the sound advice and continued insistence of the

Board that the banks should live up to the provisions and requirements of the law.

LICENSE FEES COLLECTED AND PAID OVER TO THE STATE

TREASURER IN 1912

For the year ending April 1, 1913

	Capital	Fee
Bank of Austin, Austin.....	\$60,000.00	\$150.00
Horton Banking Company, Battle Mountain.....	12,000.00	100.00
Lincoln County Bank, Caliente.....	10,000.00	100.00
Carson Valley Bank, Carson City.....	50,000.00	150.00
Henderson Banking Company, Elko.....	100,000.00	150.00
Churchill County Bank, Fallon.....	65,150.00	150.00
Douglas County Farmers Bank, Gardnerville.....	25,000.00	100.00
John S. Cook & Company, Goldfield.....	250,000.00	400.00
First State Bank, Las Vegas.....	25,000.00	100.00
Lovelock Mercantile Banking Co., Lovelock.....	50,000.00	150.00
Mason Valley Bank, Inc., Mason.....	25,000.00	100.00
Quinn River Bank, McDermitt.....	19,000.00	100.00
Farmers Bank of Carson Valley, Minden.....	25,000.00	100.00
Bank of Pioche, Pioche.....	25,000.00	100.00
Bank of Nevada Savings and Trust Co., Reno.....	100,000.00	150.00
Scheeline Banking and Trust Company, Reno.....	120,000.00	275.00
Washoe County Bank, Reno.....	500,000.00	500.00
Bank of Sparks, Sparks.....	25,000.00	100.00
Tonopah Banking Corporation, Tonopah.....	50,000.00	150.00
Bank of Wells, Wells (from January 27, 1912, date of opening, to April 1, 1912).....	50,000.00	150.00
Bank of Wells, Wells.....	50,000.00	150.00
Lyon County Bank, Yerington.....	26,900.00	150.00

\$3,575.00

This office holds and has on file the several receipts from the State Treasurer for the above amounts, aggregating a total of \$3,575, as shown by the above list.

STATEMENT OF EXPENDITURES

From January 1, 1912, to December 31, 1912

Office rent.....	\$240.00
Electric light.....	12.65
Water.....	18.00
Telegrams.....	47.79
Telephone.....	58.20
Office supplies.....	191.08
Postage and postoffice box rent.....	55.86
Street sprinkling.....	16.00
Stenographer.....	22.75
Traveling expenses incurred in bank examinations.....	688.24
Expenses, railroad fare, and per diem of members of Banking Board.....	754.10
Salary of Bank Examiner and Deputy to December 31, 1912.....	5,500.00
Total expenditures.....	\$7,604.67

A comparison of the above figures demonstrates the following:

Total expenditures of this department for 1912.....	\$7,604.67
Bank licenses collected for 1912.....	3,575.00
Net cost to the State for 1912.....	\$4,029.67

The above figures correspond with the books of the State Controller.

I am pleased to say that the expenses for this department for 1911 are less than the expenses for the previous year of 1910, and the expenses for 1912 are less than those for 1911, and that I have on hand the sum of \$4,500.39 in my appropriation for the past two years which I am turning back into the State Treasury.

The report from each of the twenty-one state banks beginning from the last call for the year 1911 for a report of condition December 5, 1911, and of November 26, 1912 (the last call for this year), are tabulated herewith in detail, with comparative sheets following.

From these reports it will be seen that all banks throughout the State in their entirety are in a most excellent condition, and are carrying a total reserve in cash on hand and in banks of \$3,258,915.35, showing the large percentage of 36 $\frac{1}{2}$ % per cent.

Overdrafts have been cut down since the passage of the new banking law of 1911 from \$485,218.15 to \$59,467.27, showing a decrease of \$425,750.88; and deposits and cash have materially increased, as shown by our statement.

All the banks to the number of twenty-one, coming within the jurisdiction of the State Banking Board, have each during this year been examined twice in accordance with the law, and a few banks more than twice, as deemed necessary by the Bank Examiner.

There have been no bank failures in 1911 or 1912.

I cannot at this time suggest any amendments that would strengthen our present banking law, as I consider it specific and plain in its provisions, and none of its conditions are so hard and complex but that the different banking institutions in the State can live up to its requirements, while at the same time it is a law that protects and encourages the depositor.

The only recommendation I have to make is the reduction of the salary of the State Bank Examiner from \$5,000 to \$4,000 per year.

Such recommendation is made, not because there is any less work in the department, or that the work warrants the reduction, but simply in the interests of retrenchment and economy.

Engene Howell.

State Bank Examiner.

For a comparative statement of the state banks for the last two years, reference is made to the last two pages (pp. 36-37) of this report.

REPORTS OF STATE BANKS
For the Year 1912

COMPARATIVE STATEMENT

BANK OF AUSTIN

Austin

J. A. Miller, President.

P. B. Ellis, Vice-President.

Henry B. Carter, Cashier.

DIRECTORS

J. A. Miller,

P. B. Ellis,

I. B. H. Miller.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured.....	\$40,763.36	\$35,695.99
Loans and discounts, unsecured.....	32,754.63	44,960.23
Overdrafts.....	\$73,517.99	\$80,656.22
Bonds, stocks and securities.....	52,412.59	0.00
Lot and banking house.....	2,200.00	0.00
Furniture and fixtures.....	5,035.40	5,035.40
Other real estate.....	4,241.17	4,186.17
Due from banks.....	226.90	26,044.79
Cash items.....	34,428.33	32,095.85
Cash on hand, gold coin.....	993.58	682.84
Cash on hand, silver coin.....	\$10,240.00	\$11,305.00
Cash on hand, currency.....	3,101.00	2,510.35
	100.00	30.00
	13,441.00	13,845.35
Total resources.....	\$186,496.96	\$162,526.62

Liabilities

Capital stock paid in.....	\$80,000.00	\$80,000.00
Surplus.....	5,000.00	4,000.00
Undivided profits, less expenses.....	8,132.27	858.61
Due to banks.....	1,985.31	0.00
Deposits, subject to check.....	\$81,360.52	\$91,456.54
Deposits, demand certificates.....	9,578.86	5,771.47
Deposits, certified checks.....	440.00	440.00
	91,379.38	97,668.01
Total liabilities.....	\$186,496.96	\$162,526.62
Total reserve.....	\$45,884.02	\$45,941.20
Per cent reserve.....	50.21%	47.0%

Comparison of the Above Statements

Loans and discounts.....	\$7,138.23	Increase
Overdrafts.....	52,412.59	Decrease
Bonds, stocks and securities.....	2,200.00	Decrease
Furniture and fixtures.....	75.00	Decrease
Other real estate.....	25,777.89	Increase
Due from banks.....	2,332.48	Decrease
Cash items.....	310.74	Decrease
Cash on hand.....	404.35	Increase
Capital stock.....	20,000.00	Decrease
Surplus.....	1,000.00	Decrease
Undivided profits.....	7,273.66	Decrease
Due to banks.....	1,985.31	Decrease
Total deposits.....	6,289.63	Increase
Total resources and liabilities.....	23,970.34	Decrease
Total reserve.....	57.18	Increase
Per cent reserve.....	3.2%	Decrease

COMPARATIVE STATEMENT

HORTON BANKING COMPANY

Battle Mountain

J. B. Horton, President.

E. E. Horton, Vice-President.

J. B. Horton, Cashier.

DIRECTORS

J. B. Horton,

E. E. Horton,

J. L. Curtis.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$18,391.60	\$30,354.42
Loans and discounts, unsecured	20,535.60	27,923.93
Overdrafts	\$38,927.20	\$58,278.35
Furniture and fixtures	18,749.90	4,942.99
Due from banks	367.50	367.50
Cash items	2,092.98	9,609.73
Cash on hand, gold coin	925.57	3.50
Cash on hand, silver coin	\$2,425.00	2,780.00
Cash on hand, currency	593.00	380.69
	25.00	296.00
	3,043.00	3,435.69
Total resources	\$64,106.15	\$76,637.76

Liabilities

Capital stock paid in	\$12,000.00	\$12,000.00
Undivided profits, less expenses	5,223.47	411.30
Due to banks	2,208.99	1,244.38
Deposits, subject to check	\$40,961.25	\$56,413.62
Deposits, demand certificates	246.44	229.94
Deposits, time certificates	3,466.00	3,766.00
Deposits, cashier's checks	0.00	2,572.52
	44,673.69	62,982.06
Total liabilities	\$64,106.15	\$76,637.76
Total reserve	\$2,928.99	\$11,801.04
Per cent reserve	6.5%	18.7%

Comparison of the Above Statements

Loans and discounts	\$19,351.15	Increase
Overdrafts	13,806.91	Decrease
Due from banks	7,516.75	Increase
Cash items	922.07	Decrease
Cash on hand	392.69	Decrease
Undivided profits	4,812.17	Decrease
Due to banks	964.61	Decrease
Total deposits	18,306.39	Increase
Total resources and liabilities	12,531.61	Increase
Total reserve in cash and banks	8,874.05	Increase
Per cent reserve	12.2%	Increase

COMPARATIVE STATEMENT

LINCOLN COUNTY BANK

Caliente

B. O. Dranga, President.

O. C. Dranga, Cashier.

M. W. Ryan, Assistant Cashier.

DIRECTORS

B. O. Dranga,

M. W. Ryan,

O. C. Dranga,

Eugene T. Dranga.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$8,409.85	\$8,982.50
Loans and discounts, unsecured	7,764.00	3,489.98
Overdrafts	\$16,178.85	\$12,472.45
Bonds, stocks and securities	0.00	0.00
Furniture and fixtures	4,300.00	783.95
Other real estate	2,500.00	2,250.00
Due from banks	0.00	0.00
Cash items	2,945.71	3,313.33
Cash on hand, gold coin	0.00	434.50
Cash on hand, silver coin	\$245.00	\$900.00
Cash on hand, currency	1,131.14	912.81
	8,311.00	3,086.00
	4,687.14	4,898.81
Total resources	\$30,606.70	\$24,108.04

Liabilities

Capital stock paid in	\$10,000.00	\$10,000.00
Undivided profits	1,180.39	747.14
Due to banks	1,495.08	0.00
Deposits, subject to check	\$15,031.28	\$13,220.90
Deposits, demand certificates	2,290.90	0.00
Deposits, time certificates	130.00	140.00
Deposits, cashier's checks	500.00	0.00
	17,951.28	13,360.90
Total liabilities	\$30,606.70	\$24,108.04
Total reserve	\$6,137.82	\$8,217.14
Per cent reserve	34.7%	60.34

Comparison of the Above Statements

Loans and discounts	\$9,701.40	Decrease
Bonds, stocks and securities	3,595.05	Decrease
Furniture and fixtures	250.00	Decrease
Due from banks	372.82	Increase
Cash items (county warrants)	434.50	Increase
Cash on hand	211.67	Increase
Undivided profits	413.25	Decrease
Due to banks	1,495.08	Decrease
Total deposits	4,580.38	Decrease
Total resources and liabilities	6,495.66	Decrease
Total reserve	2,079.32	Increase
Per cent reserve	25.6%	Increase

COMPARATIVE STATEMENT

CARSON VALLEY BANK

Carson City

George Wingfield, President.

F. M. Lee, Vice-President.

M. D. Fairchild, Cashier.

J. E. Monahan, Asst. Cashier.

DIRECTORS

George Wingfield,

F. M. Lee,

B. E. Nixon,

Richard Kirman,

Chas. J. Rulison.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$101,177.26	\$126,223.98
Loans and discounts, unsecured	84,778.87	114,151.05
	\$185,956.13	\$240,375.03
Overdrafts	92.52	31.08
Bonds, stocks and securities	94,327.50	74,115.00
Furniture and fixtures	1,000.00	1,000.00
Other real estate	0.00	3,600.00
Due from banks	82,635.54	87,080.44
State warrants	9,042.96	1,840.73
Cash on hand, gold coin	\$34,345.00	\$17,250.00
Cash on hand, silver coin	1,702.65	2,377.75
Cash on hand, currency	140.00	742.00
	36,187.65	20,369.75
Other resources	0.00	1,433.00
Total resources	\$409,242.30	\$429,794.98

Liabilities

Capital stock paid in	\$50,000.00	\$50,000.00
Surplus	1,500.00	1,000.00
Undivided profits, less expenses	1,852.97	5,119.96
Due to banks	60,100.85	47,885.49
Deposits, subject to check	\$178,052.03	\$195,155.99
Deposits, demand certificates	7,472.14	12,156.13
Deposits, time certificates	54,075.65	58,112.90
Deposits, savings accounts	23,172.77	25,805.20
Deposits, certified checks	500.00	2,500.00
Deposits, cashier's checks	3,183.85	556.21
	286,456.44	294,086.43
Deposits, postal savings	29,332.04	31,708.10
Total liabilities	\$409,242.30	\$429,794.98
Total reserve	\$58,722.34	\$59,514.70
Per cent reserve	19.9%	18.3%

Comparison of the Above Statements

Loans and discounts	\$54,418.90	Increase
Overdrafts	61.49	Decrease
Other real estate	3,600.00	Increase
Bonds, stocks and securities	20,212.50	Decrease
Due from banks	4,394.90	Increase
Cash items (State warrants)	7,202.23	Decrease
Cash on hand	15,817.90	Decrease
Other resources	1,433.00	Increase
Surplus	500.00	Increase
Undivided profits	3,266.99	Increase
Due to banks	12,215.36	Decrease
Total deposits	27,629.59	Increase
Postal savings deposits	2,371.06	Increase
Total reserve	792.36	Increase
Per cent reserve	1.6%	Decrease
Total resources and liabilities	20,652.68	Increase

COMPARATIVE STATEMENT

HENDERSON BANKING COMPANY

Elko

John Henderson, President.

L. O. Henderson, Vice-President.

Hayden Henderson, Cashier.

Lambert Henderson, Asst. Cashier.

DIRECTORS

John Henderson,

L. O. Henderson,

S. W. Henderson,

C. B. Henderson,

J. J. Henderson.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$370,111.27	\$425,290.77
Loans and discounts, unsecured	577,964.15	748,512.58
Overdrafts	\$948,075.42	\$1,173,808.35
Bonds, stocks and securities	32,350.66	13,140.81
Lot and banking house	37,800.00	36,000.00
Furniture and fixtures	15,000.00	15,000.00
Other real estate	10,000.00	10,000.00
Due from banks	7,480.19	7,480.19
Exchanges for clearing house	763,950.61	674,782.94
County warrants	1,659.00	7,903.06
Cash items	0.00	27,322.88
Cash on hand, gold coin	9,328.66	1,359.90
Cash on hand, silver coin	\$44,705.00	\$62,675.00
Cash on hand, currency	5,559.44	5,444.43
Other resources	63,700.00	29,273.00
Total resources	113,964.44	97,392.43
	0.00	121.57
	\$1,939,608.98	\$2,064,307.15

Liabilities

Capital stock paid in	\$100,000.00	\$100,000.00
Surplus	100,000.00	100,000.00
Undivided profits, less expenses	20,889.81	44,901.18
Due to banks	216.43	1,709.66
Deposits, subject to check	\$896,928.40	\$993,870.28
Deposits, time certificates	208,883.93	172,596.53
Deposits, savings accounts	604,612.69	634,525.67
Deposits, certified checks	0.00	245.00
Deposits, cashier's checks	2,590.20	1,286.15
Deposits, postal savings	1,713,015.22	1,802,523.63
	5,987.52	15,172.68
Total liabilities	\$1,939,608.98	\$2,064,307.15
Total reserve	\$877,698.62	\$778,368.79
Per cent reserve	51.1%	42.8%

Comparison of the Above Statements

Loans and discounts	\$225,727.93	Increase
Overdrafts	19,209.85	Decrease
Bonds, stocks and securities	1,800.00	Decrease
Due from banks	89,187.67	Decrease
Exchanges for clearing house	6,244.08	Increase
County warrants	27,322.88	Increase
Cash items	7,968.76	Decrease
Cash on hand	16,572.01	Decrease
Other resources	121.57	Increase
Undivided profits	24,511.37	Increase
Due to banks	1,493.23	Increase
Total deposits	89,508.41	Increase
Postal savings deposits	9,185.16	Increase
Total resources and liabilities	124,698.17	Increase
Total reserve	99,329.63	Decrease
Per cent reserve	8.3%	Decrease

COMPARATIVE STATEMENT

CHURCHILL COUNTY BANK

Fallon

W. W. Williams, President.

Thos. Dolf, Vice-President.

C. W. Foote, Cashier.

F. P. Strassburg, Asst. Cashier.

DIRECTORS

W. W. Williams,

Thos. Dolf,

W. C. Grimes,

Geo. B. Williams,

W. A. Keddie,

E. L. Williams.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$59,157.84	\$85,822.40
Loans and discounts, unsecured	87,752.22	96,282.23
Overdrafts	\$146,910.06	\$182,104.63
Bonds, stocks and securities	2,601.02	106.66
Lot and banking house	25,500.00	21,000.00
Furniture and fixtures	25,094.00	25,612.28
Due from banks	3,012.99	3,241.90
Cash items	42,748.67	48,753.24
Cash on hand, gold coin	182.96	37.80
Cash on hand, silver coin	\$54,675.00	\$12,730.00
Cash on hand, currency	2,312.69	3,902.65
Other resources	62,637.59	18,922.65
Total resources	308,813.66	295,219.46

Liabilities

Capital stock paid in	\$65,100.00	\$65,150.00
Surplus	16,762.28	16,772.23
Undivided profits, less expenses	0.00	10,835.27
Deposits subject to check	\$211,437.17	\$186,814.35
Deposits, demand certificates	15,514.26	16,469.54
Other liabilities	226,961.43	202,273.89
Total liabilities	0.00	188.07
Total liabilities	\$308,813.66	\$295,219.46
Total reserve	\$105,386.26	\$62,675.89
Per cent reserve	46.4%	30.9%

Comparison of the Above Statements

Loans and discounts	\$35,194.57	Increase
Overdrafts	2,494.36	Decrease
Bonds, stocks and securities	4,500.00	Decrease
Lot and banking house	518.28	Increase
Furniture and fixtures	228.91	Increase
Due from banks	1,004.57	Increase
Cash items	145.15	Decrease
Cash on hand	43,714.94	Decrease
Other resources	313.92	Increase
Capital stock paid in	50.00	Increase
Undivided profits	10,835.27	Increase
Total deposits	24,677.54	Decrease
Other liabilities	188.07	Increase
Total resources and liabilities	13,594.20	Decrease
Per cent reserve	15.5%	Decrease

COMPARATIVE STATEMENT

DOUGLAS COUNTY FARMERS BANK

Gardnerville

A. Jensen, President.

A. Jensen, Cashier.

DIRECTORS

A. Jensen,

L. Jensen,

R. C. Jensen.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured.....	\$28,773.65	\$25,413.52
Loans and discounts, unsecured.....	63,016.36	65,997.44
Overdrafts.....	\$91,790.01	\$91,410.96
Bonds, stocks and securities.....	3,698.84	1,915.66
Lot and banking house.....	0.00	1,017.33
Furniture and fixtures.....	5,833.33	5,833.33
Due from banks.....	2,500.00	2,250.00
Cash items.....	28,374.66	54,808.98
Cash on hand, gold coin.....	24.44	0.00
Cash on hand, silver coin.....	\$7,080.00	\$8,250.00
Cash on hand, currency.....	327.20	437.15
	18.00	60.00
Other resources.....	7,375.20	8,747.15
	963.15	343.15
Total resources.....	\$140,569.63	\$166,326.46

Liabilities

Capital stock paid in.....	\$25,000.00	\$25,000.00
Surplus.....	2,000.00	3,130.00
Undivided profits, less expenses.....	745.71	359.76
Deposits, subject to check.....	\$74,785.40	\$95,636.64
Deposits, demand certificates.....	4,598.12	3,911.19
Deposits, time certificates.....	33,440.40	37,711.25
	112,813.92	137,259.08
Deposits, postal savings.....	0.00	577.62
Total liabilities.....	\$140,569.63	\$166,326.46
Total reserve.....	\$35,749.86	\$63,556.13
Per cent reserve.....	31.7%	46.0%

Comparison of the Above Statements

Loans and discounts.....	\$379.05	Decrease
Overdrafts.....	1,793.28	Decrease
Bonds, stocks and securities.....	1,017.33	Increase
Furniture and fixtures.....	250.00	Decrease
Due from banks.....	26,434.32	Increase
Cash items.....	24.44	Decrease
Cash on hand.....	1,371.95	Increase
Other resources.....	620.00	Decrease
Surplus.....	1,130.00	Increase
Undivided profits.....	385.95	Decrease
Total deposits.....	24,445.16	Increase
Postal savings deposits.....	577.62	Increase
Total resources and liabilities.....	25,768.83	Increase
Total reserve.....	27,806.27	Increase
Per cent reserve.....	14.3%	Increase

COMPARATIVE STATEMENT

JOHN S. COOK & COMPANY

Goldfield

George Wingfield, President.

W. E. Johnson, Vice-President.

M. E. Hill, Cashier.

J. O. Walther, Asst. Cashier.

DIRECTORS

George Wingfield,

M. E. Hill,

W. E. Johnson

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$394,274.48	\$398,702.15
Loans and discounts, unsecured	711,919.87	198,347.87
	\$1,106,194.35	\$597,050.02
Overdrafts	2,546.04	24,729.29
Bonds, stocks and securities	138,058.19	259,500.00
Lot and banking house	25,000.00	25,000.00
Furniture and fixtures	30,290.05	4,990.00
Other real estate	61,074.12	23,955.85
Due from banks	696,221.58	532,206.82
Exchanges for clearing house	8,070.56	1,600.04
Cash items	7,002.41	1,980.27
Cash on hand, gold coin	\$91,225.00	87,232.50
Cash on hand, silver coin	6,168.55	7,381.50
Cash on hand, currency	10,548.00	30,401.00
	107,941.55	125,015.00
Total resources	\$2,177,398.85	\$1,595,977.29

Liabilities

Capital stock paid in	\$250,000.00	\$250,000.00
Undivided profits, less expenses	21,606.07	26,943.34
Due to banks	442.10	0.00
Deposits, subject to check	\$1,739,224.03	\$1,081,298.51
Deposits, demand certificates	165,083.59	142,905.48
Deposits, certified checks	338.86	1,301.24
Deposits, cashier's checks	705.21	848.99
	1,905,351.68	1,226,354.22
Deposits, postal savings		92,679.73
Total liabilities	\$2,177,398.85	\$1,595,977.29
Total reserve	\$803,721.03	\$658,821.86
Per cent reserve	42.2%	49.9%

Comparison of the Above Statements

Loans and discounts	\$509,144.33	Decrease
Overdrafts	22,183.25	Increase
Bonds, stocks and securities	121,441.81	Increase
Furniture and fixtures	25,300.05	Decrease
Other real estate	37,118.27	Decrease
Due from banks	164,014.76	Decrease
Exchanges for clearing house	1,470.52	Decrease
Cash items	5,072.14	Decrease
Cash on hand	17,073.45	Increase
Undivided profits	5,338.27	Increase
Due to banks	442.10	Decrease
Total deposits	678,997.46	Decrease
Total reserve	144,899.17	Decrease
Per cent reserve	7.7%	Increase
Total resources and liabilities	581,421.56	Decrease

Postal savings deposits were not segregated from other deposits in 1911

COMPARATIVE STATEMENT

FIRST STATE BANK

Las Vegas

J. Ross Clark, President.

W. R. Bracken, Vice-President.

John S. Park, Cashier.

DIRECTORS

J. Ross Clark,

John S. Park,

W. R. Bracken,

W. R. Thomas,

W. E. Hawkins,

Edw. W. Clark.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$79,346.34	\$78,183.35
Loans and discounts, unsecured	44,886.77	61,247.55
Overdrafts	\$124,233.11	\$139,430.90
Bonds, stocks and securities	98.36	0.50
Lot and banking house	3,000.00	5,000.00
Furniture and fixtures	8,000.00	8,000.00
Other real estate	2,000.00	1,800.00
Due from banks	8,000.00	8,000.00
Cash items	73,237.54	96,054.20
Cash on hand, gold coin	195.00	85.50
Cash on hand, silver coin	\$9,625.00	\$10,310.00
Cash on hand, currency	3,579.48	3,945.86
	20,047.00	22,923.00
	33,251.48	37,178.86
Total resources	\$252,015.49	\$295,549.96

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Surplus	5,000.00	6,250.00
Undivided profits, less expense	2,223.19	2,429.96
Deposits, subject to check	\$193,302.28	\$238,774.76
Deposits, time certificates	22,998.96	22,001.59
Deposits, cashier's checks	3,491.06	1,029.65
	219,792.30	261,806.00
Other liabilities	0.00	64.00
Total liabilities	\$252,015.49	\$295,549.96
Total reserve	\$106,489.02	\$133,233.06
Per cent reserve	48.4%	50.8%

Comparison of the Above Statements

Loans and discounts	\$15,197.79	Increase
Overdrafts	97.86	Decrease
Bonds, stocks and securities	2,000.00	Increase
Furniture and fixtures	200.00	Decrease
Due from banks	22,816.66	Increase
Cash items	109.50	Decrease
Cash on hand	3,927.38	Increase
Surplus	1,250.00	Increase
Undivided profits	206.77	Increase
Total deposits	42,013.70	Increase
Total resources and liabilities	43,534.47	Idcrease
Total reserve	26,744.04	Increase
Per cent reserve	2.4%	Increase

COMPARATIVE STATEMENT

LOVELOCK MERCANTILE BANKING COMPANY

Lovelloek

W. C. Pitt, President.

W. H. Hood, Vice-President.

F. E. Baker, Cashier.

R. J. Pierson, Asst. Cashier.

DIRECTORS

W. C. Pitt,

F. E. Baker,

W. H. Hood,

Mrs. W. T. Jenkins,

Thomas P. Eberts.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$70,849.82	\$56,083.35
Loans and discounts, unsecured	23,308.38	32,777.92
Overdrafts	\$94,158.20	\$38,861.27
Bonds, stocks and securities	4,512.60	273.91
Lot and banking house	500.45	0.00
Furniture and fixtures	0.00	16,000.00
Other real estate	342.50	342.50
Due from banks	786.50	786.50
Cash items	39,763.84	7,397.28
Cash on hand, gold coin	3,597.65	329.50
Cash on hand, silver coin	\$3,930.00	\$3,745.00
Cash on hand, currency	1,063.20	1,089.95
	3,521.00	3,157.00
Other resources	8,504.20	7,991.95
	5,005.00	0.00
Total resources	\$157,170.94	\$121,982.91

Liabilities

Capital stock paid in	\$50,000.00	\$50,000.00
Surplus	0.00	5,086.18
Undivided profits, less expenses	3,771.59	3,041.30
Deposits, subject to check	\$41,481.45	\$37,219.98
Deposits, demand certificates	7,085.09	1,995.75
Deposits, time certificates	54,824.86	24,577.72
Deposits, cashier's checks	0.00	62.00
Other liabilities	108,390.90	63,855.43
	8.45	0.00
Total liabilities	\$157,170.94	\$121,982.91
Total reserve	\$48,268.04	\$15,389.23
Per cent reserve	46.7%	24.1%

Comparison of the Above Statements

Loans and discounts	\$5,296.93	Decrease
Overdrafts	4,238.69	Decrease
Bonds, stocks and securities	500.45	Decrease
Lot and banking house	16,000.00	Increase
Due from banks	32,366.56	Decrease
Cash items	3,268.15	Decrease
Cash on hand	512.25	Decrease
Other resources	5,005.00	Decrease
Surplus	5,086.18	Increase
Undivided profits	730.29	Decrease
Total deposits	34,535.47	Decrease
Total resources and liabilities	35,188.03	Decrease
Total reserve	32,878.81	Decrease
Per cent reserve	22.6%	Decrease

COMPARATIVE STATEMENT

MASON VALLEY BANK, INC.

Mason

W. W. Armstrong, President. George E. Gunn, First Vice-President.

H. J. Long, Second Vice-President.

H. W. Culbertson, Cashier. J. E. Beaupert, Asst. Cashier.

DIRECTORS

W. W. Armstrong, George E. Gunn, H. J. Long,

H. W. Culbertson, A. G. Macallan.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	0.00	\$30,703.13
Loans and discounts, unsecured	0.00	48,671.18
	0.00	\$79,374.31
Overdrafts	0.00	454.80
Bonds, stocks and securities	0.00	22,045.25
Banking house	0.00	2,545.07
Furniture and fixtures	0.00	2,581.23
Due from banks	\$32,518.66	69,784.60
Cash items	0.00	1,590.09
Cash on hand, gold coin	\$700.00	\$2,340.00
Cash on hand, silver coin	548.30	678.60
Cash on hand, currency	3,400.00	8,406.00
	4,648.30	11,424.60
Other resources	122.74	0.00
Total resources	\$37,289.70	\$189,799.95

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Surplus	5,000.00	5,000.00
Undivided profits, less expenses	0.00	1,282.90
Due to banks	0.00	4,712.06
Deposits, subject to check	\$3,973.70	\$132,084.45
Deposits, demand certificates	30.00	510.00
Deposits, time certificates	3,286.00	19,792.39
Deposits, cashier's checks	0.00	330.25
	7,289.70	152,717.09
Deposits, postal savings	0.00	1,077.00
Other liabilities	0.00	10.90
Total liabilities	\$37,289.70	\$189,799.95
Total reserve	\$37,166.96	\$76,497.14
Percent reserve		50.0%

Comparison of the Above Statements

Loans and discounts	\$79,374.31	Increase
Overdrafts	454.80	Increase
Bonds, stocks and securities	22,045.25	Increase
Banking house	2,545.07	Increase
Furniture and fixtures	2,581.23	Increase
Due from banks	37,266.94	Increase
Cash items	1,590.09	Increase
Cash on hand	6,776.30	Increase
Other resources	122.74	Decrease
Undivided profits	1,282.90	Increase
Due to banks	4,712.06	Increase
Total deposits	145,427.39	Increase
Postal savings deposits	1,077.00	Increase
Total resources and liabilities	152,510.25	Increase
Total reserve	39,330.18	Increase

COMPARATIVE STATEMENT

QUINN RIVER BANK

McDermitt

Fred J. Palmer, President.

John N. Vance, Vice-President.

F. R. Sprague, Cashier.

DIRECTORS

Fred J. Palmer,

F. R. Sprague,

John N. Vance,

J. D. Minor,

W. O. Baber, Sr.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$18,147.50	\$29,350.00
Loans and discounts, unsecured	19,353.52	23,833.68
	\$37,501.02	\$53,183.68
Overdrafts	4,106.38	2,246.96
Lot and banking house	3,209.40	3,219.40
Furniture and fixtures	2,000.00	2,091.67
Due from banks	983.37	2,934.87
Cash items	19.50	0.00
Cash on hand, gold coin	\$285.00	0.00
Cash on hand, silver coin	1,284.38	\$325.73
Cash on hand, currency	1,192.00	2,037.00
	2,761.38	2,362.73
Total resources	\$50,581.05	\$66,039.31

Liabilities

Capital stock paid in	\$17,000.00	\$19,000.00
Surplus	0.00	2,500.00
Undivided profits, less expenses	1,107.64	1,058.01
Due to banks	2,896.23	8,249.66
Deposits, subject to check	\$22,195.18	\$24,073.64
Deposits, demand certificates	1,392.00	1,042.00
Deposits, time certificates	5,990.00	4,116.00
Deposits, savings accounts	0.00	1,000.00
	29,577.18	30,231.64
Bills payable	0.00	5,000.00
Total liabilities	\$50,581.05	\$66,039.31
Total reserve	\$848.52	None
Per cent reserve	2.7%	

Reserve, in both 1911 and 1912, was restored to more than legal requirement in a few days following the above statement.

Comparison of the Above Statements

Loans and discounts	\$15,682.66	Increase
Overdrafts	1,859.42	Decrease
Furniture and fixtures	91.67	Increase
Due from banks	1,951.50	Increase
Cash items	19.50	Decrease
Cash on hand	398.65	Decrease
Capital stock paid in	2,000.00	Increase
Surplus	2,500.00	Increase
Undivided profits	49.63	Decrease
Due to banks	5,353.43	Increase
Total deposits	654.48	Increase
Bills payable	5,000.00	Increase
Total resources and liabilities	15,458.26	Increase

COMPARATIVE STATEMENT

FARMERS BANK OF CARSON VALLEY

Minden

F. Heise, President.

W. F. Dressler, Vice-President.

H. G. Marsh, Cashier.

DIRECTORS

F. Heise,

W. F. Dressler,

C. E. Day,

D. W. Park,

H. F. Dangberg.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$22,200.00	\$12,200.00
Loans and discounts, unsecured	61,721.14	77,889.99
	\$83,921.14	\$90,089.99
Overdrafts	1,490.00	588.62
Bonds, stocks and securities	4,500.00	2,500.00
Lot and banking house	5,332.37	5,332.37
Furniture and fixtures	3,000.00	3,000.00
Due from banks	24,134.87	55,464.39
Cash items	0.00	1,160.28
Cash on hand, gold coin	\$5,860.00	\$4,455.00
Cash on hand, silver coin	976.66	1,050.96
Cash on hand, currency	4,989.00	3,606.00
	11,825.66	9,110.96
Total resources	\$134,204.04	\$166,996.61

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Surplus	0.00	2,000.00
Undivided profits, less expenses	1,931.04	1,046.52
Deposits, subject to check	\$73,941.56	\$84,358.58
Deposits, demand certificates	10,460.34	11,644.42
Deposits, time certificates	22,818.00	42,378.06
Deposits, cashier's checks	53.10	106.48
	107,273.00	138,489.53
Deposits, postal savings	0.00	460.56
Total liabilities	\$134,204.04	\$166,996.61
Total reserve	\$35,960.53	\$64,575.35
Per cent reserve	38.5%	46.5%

Comparison of the Above Statements

Loans and discounts	\$6,148.85	Increase
Overdrafts	131.38	Decrease
Bonds, stocks and securities	2,000.00	Decrease
Due from banks	31,329.52	Increase
Cash items	1,160.28	Increase
Cash on hand	2,714.70	Decrease
Surplus	2,000.00	Increase
Undivided profits	884.52	Decrease
Total deposits	31,216.53	Increase
Postal savings deposits	460.56	Increase
Total resources and liabilities	32,792.57	Increase
Total reserve	28,614.82	Increase
Per cent reserve	13.0%	Increase

COMPARATIVE STATEMENT

BANK OF PISCHE

PISCHE

N. P. Ipson, President.

Vice-President (vacant).

M. L. Lee, Cashier.

DIRECTORS

Wm. H. Pitts,

M. L. Lee,

G. M. Whitmore,

J. R. Cook,

C. A. Thompson,

N. P. Ipson.

Resources

Items	December 5, 1911	November 28, 1912
Loans and discounts, secured.....	\$34,062.82	\$42,499.82
Loans and discounts, unsecured.....	17,084.51	20,291.85
Overdrafts.....	\$51,187.33	\$62,791.47
Bonds, stocks and securities.....	3,917.36	0.00
Lot and banking house.....	16,042.76	12,626.47
Furniture and fixtures.....	3,725.08	3,735.05
Other real estate.....	2,466.42	2,219.78
Due from banks.....	7,548.19	12,780.66
Cash items.....	29,856.68	19,750.18
Cash on hand, gold coin.....	1,286.22	542.48
Cash on hand, silver coin.....	\$1,085.00	\$2,120.00
Cash on hand, currency.....	616.06	1,026.00
	1,329.00	4,841.00
	2,980.06	\$7,987.00
Total resources.....	\$119,010.09	\$122,408.09

Liabilities

Capital stock paid in.....	\$25,000.00	\$25,000.00
Undivided profits, less expenses.....	671.69	886.85
Deposits, subject to check.....	\$38,895.46	\$38,429.21
Deposits, demand certificates.....	1,675.00	5,776.46
Deposits, time certificates.....	2,693.20	6,012.15
Deposits, cashier's checks.....	274.74	826.21
	98,338.40	95,744.02
Deposits, postal savings.....	0.00	750.00
Other liabilities.....	0.00	23.22
Total liabilities.....	\$119,010.09	\$122,408.09
Total reserve.....	\$32,896.78	\$27,707.13
Per cent reserve.....	35.2%	23.7%

Comparison of the Above Statements

Loans and discounts.....	\$11,604.14	Increase
Overdrafts.....	3,917.36	Decrease
Bonds, stocks and securities.....	3,416.29	Decrease
Furniture and fixtures.....	246.64	Decrease
Other real estate.....	5,232.49	Increase
Due from banks.....	10,136.55	Decrease
Cash items.....	743.74	Decrease
Cash on hand.....	5,606.95	Increase
Undivided profits.....	214.16	Increase
Total deposits.....	2,405.62	Increase
Postal savings deposits.....	750.00	Increase
Total resources and liabilities.....	3,393.00	Increase
Total reserve.....	5,129.60	Decrease
Per cent reserve.....	6.5%	Decrease

COMPARATIVE STATEMENT

BANK OF NEVADA SAVINGS AND TRUST COMPANY

Reno

George Wingfield, President.

F. M. Lee, Vice-President.

R. C. Turritin, Cashier.

H. H. Kennedy, Asst. Cashier.

DIRECTORS

George Wingfield,

R. C. Turritin,

F. M. Lee,

Henry Anderson,

A. G. Fletcher,

S. H. Wheeler,

B. E. Nixon,

H. G. Humphrey.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$576,203.30	\$469,735.56
Loans and discounts, unsecured	0.00	33,505.00
Overdrafts	\$576,203.30	\$503,240.56
Bonds, stocks and securities	8,301.14	0.00
Real estate	295,690.40	356,595.25
Due from banks	21,848.00	34,436.88
Cash items	197,997.82	376,494.85
Cash on hand, gold coin	0.00	5,689.80
Cash on hand, silver coin	\$2,605.00	\$15,970.00
Cash on hand, currency	76.95	35.15
	52,405.00	45,000.00
	55,086.95	61,005.15
Total resources	\$1,155,127.61	\$1,337,442.49

Liabilities

Capital stock paid in	\$100,000.00	\$100,000.00
Surplus	4,000.00	7,500.00
Undivided profits, less expenses	11,337.60	13,651.59
Deposits, subject to check	0.00	\$3,532.81
Deposits, savings accounts	\$1,039,790.01	1,212,758.09
	1,039,790.01	1,216,290.90
Total liabilities	\$1,155,127.61	\$1,337,442.49
Total reserve	\$253,084.77	\$457,500.00
Per cent reserve	24.3%	35.9%

Comparison of the Above Statements

Loans and discounts	\$72,962.74	Decrease
Overdrafts	8,301.14	Decrease
Bonds, stocks and securities	60,904.85	Increase
Other real estate	12,588.88	Increase
Due from banks	178,497.03	Increase
Cash items	5,689.80	Increase
Cash on hand	5,918.20	Increase
Surplus	3,500.00	Increase
Undivided profits	2,313.99	Increase
Total deposits	176,500.89	Increase
Total resources and liabilities	182,314.88	Increase
Total reserve	184,415.23	Increase
Per cent reserve	11.6%	Increase

COMPARATIVE STATEMENT

SCHEELINE BANKING AND TRUST COMPANY

Reno

M. Scheeline, President.

J. B. McCullough, Vice-President.

S. Jacobs, Vice-President.

H. Lewers, Cashier.

Milo C. McMillan, Asst. Cashier.

DIRECTORS

M. Scheeline,

Albert Meyer,

George Herberth,

J. B. McCullough,

S. Jacobs.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$313,023.47	\$303,866.42
Loans and discounts, unsecured	184,350.32	219,282.10
Overdrafts	497,373.79	\$523,148.52
Furniture and fixtures	2,135.54	1,498.63
Other real estate	9,750.32	9,750.32
Due from banks	13,616.78	14,068.68
Cash items	85,569.25	72,786.06
Cash on hand, gold coin	859.57	2,166.01
Cash on hand, silver coin	\$49,960.00	\$56,280.00
Cash on hand, currency	4,615.25	6,199.75
	24,623.00	27,748.00
	79,198.25	90,227.75
Total resources	\$688,503.50	\$713,635.97

Liabilities

Capital stock paid in	\$120,000.00	\$120,000.00
Surplus	30,000.00	30,000.00
Undivided profits, less expenses	1,677.28	569.91
Due to banks	1,713.44	7,568.79
Deposits, subject to check	\$177,180.80	\$207,092.56
Deposits, demand certificates	7,286.90	2,392.69
Deposits, time certificates	104,759.32	72,319.85
Deposits, savings accounts	243,402.35	269,918.68
Deposits, certified checks	524.99	287.70
Deposits, cashier's checks	1,608.42	2,703.65
	534,762.78	554,715.13
Other liabilities	350.00	782.14
Total liabilities	\$688,503.50	\$713,635.97
Total reserve	\$163,054.06	\$155,445.02
Per cent reserve	30.5%	28.0%

Comparison of the Above Statements

Loans and discounts	\$25,774.73	Increase
Overdrafts	636.91	Decrease
Other real estate	441.90	Increase
Due from banks	12,783.19	Decrease
Cash items	1,306.44	Increase
Cash on hand	11,029.50	Increase
Undivided profits	1,107.37	Decrease
Due to banks	5,855.35	Increase
Total deposits	19,962.35	Increase
Other liabilities	432.14	Increase
Total resources and liabilities	25,132.47	Increase
Total reserve	7,609.04	Decrease
Per cent reserve	2.5%	Decrease

COMPARATIVE STATEMENT

WASHOE COUNTY BANK

Reno

Geo. W. Mapes, President.

F. M. Rowland, Vice-President.

O. W. Ward, Vice-President.

C. T. Bender, Cashier.

Geo. H. Taylor, Asst. Cashier.

Fred Stadtmuller, Asst. Cashier.

DIRECTORS

Geo. W. Mapes,

F. M. Rowland,

O. W. Ward,

C. T. Bender,

Geo. H. Taylor,

Fred Stadtmuller,

A. H. Manning,

D. A. Bender,

Rudolph Herz.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured.....	\$816,496.23	\$911,895.96
Loans and discounts, unsecured.....	635,340.32	602,009.96
	\$1,451,836.55	\$1,513,405.91
Overdrafts.....	9,565.64	4,191.17
Bonds, stocks and securities.....	300,540.77	298,833.27
Lot and banking house.....	100,000.00	100,000.00
Furniture and fixtures.....	30,000.00	30,000.00
Other real estate.....	28,366.70	26,946.54
Due from banks.....	292,527.76	225,486.81
Exchanges for clearing house.....	3,406.81	6,949.04
Cash items.....	1,864.28	447.90
Cash on hand, gold coin.....	\$50,465.00	\$72,230.00
Cash on hand, silver coin.....	16,423.50	13,893.04
Cash on hand, currency.....	48,884.00	25,571.00
	115,772.50	111,694.04
Other resources.....	42,176.10	16,819.59
Total resources.....	\$2,376,047.11	\$2,329,674.27

Liabilities

Capital stock paid in.....	\$500,000.00	\$500,000.00
Surplus.....	200,000.00	200,000.00
Undivided profits, less expenses.....	20,165.74	22,753.41
Due to banks.....	31,525.81	37,806.09
Deposits, subject to check.....	\$872,519.73	\$751,567.60
Deposits, demand certificates.....	20,546.82	17,839.97
Deposits, time certificates.....	83,449.94	83,931.04
Deposits, savings accounts.....	640,095.82	698,640.87
Deposits, certified checks.....	1,187.25	982.26
Deposits, cashier's checks.....	4,556.00	1,666.29
	1,622,355.56	1,554,578.02
Deposits, postal savings.....		9,653.62
Other liabilities.....	2,000.00	4,881.13
Total liabilities.....	\$2,376,047.11	\$2,329,674.27
Total reserve.....	\$376,774.45	\$306,321.80
Per cent reserve.....	23.6%	19.5%

Comparison of the Above Statements

Loans and discounts.....	\$61,579.36	Increase	Other resources.....	\$25,356.51	Decrease
Overdrafts.....	5,374.47	Decrease	Undivided profits.....	2,587.67	Increase
Bonds, stocks and securities.....	6,707.50	Decrease	Due to banks.....	6,282.28	Increase
Other real estate.....	1,520.16	Decrease	Total deposits.....	67,777.54	Decrease
Due from banks.....	67,040.95	Decrease	Other liabilities.....	2,881.13	Increase
Exchanges for clearing house.....	3,542.23	Increase	Total resources and liabilities.....	46,372.84	Decrease
Cash items.....	1,416.38	Decrease	Total reserve.....	70,452.65	Decrease
Cash on hand.....	4,078.46	Decrease	Per cent reserve.....	4.1%	Decrease

Postal savings deposits were not segregated from other deposits in 1911.

COMPARATIVE STATEMENT

BANK OF SPARKS

Sparks

J. M. Short, President.

R. Kirman, Vice-President.

H. C. Mulcahy, Cashier.

DIRECTORS

J. M. Short,

R. Kirman,

S. A. Short,

H. R. Martin.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$42,291.16	\$66,235.10
Loans and discounts, unsecured	31,242.64	29,113.32
Overdrafts	\$73,533.80	\$95,348.42
Bonds, stocks and securities	3,080.70	1,213.18
Lot and banking houses	17,600.29	22,613.39
Furniture and fixtures	8,004.97	8,004.97
Other real estate	3,681.63	3,681.63
Due from banks	1,200.00	1,000.00
Cash items	23,749.52	21,925.98
Cash on hand, gold coin	1,788.15	106.50
Cash on hand, silver coin	\$5,615.00	\$7,350.00
Cash on hand, currency	2,349.10	2,416.80
	181.95	111.00
Other resources	8,146.05	9,877.80
	0.00	418.17
Total resources	\$140,735.11	\$164,189.99

Liabilities

Capital stock paid in	\$25,000.00	\$25,000.00
Surplus	357.63	122.69
Undivided profits, less expenses	9.10	2,076.57
Deposits, subject to check	\$49,999.57	\$57,175.28
Deposits, demand certificates	1,192.30	1,715.80
Deposits, time certificates	500.00	50.00
Deposits, savings accounts	68,568.01	70,887.52
Deposits, postal savings	115,259.88	129,828.60
Other liabilities	108.60	6,980.81
		181.32
Total liabilities	\$140,735.11	\$164,189.99
Total reserve	\$31,895.57	\$31,803.73
Per cent reserve	27.7%	23.2%

Comparison of the Above Statements

Loans and discounts	\$21,814.62	Increase
Overdrafts	1,867.52	Decrease
Bonds, stocks and securities	5,013.10	Increase
Other real estate	200.00	Decrease
Due from banks	1,823.59	Decrease
Cash items	1,631.65	Decrease
Cash on hand	1,731.75	Increase
Other resources	418.17	Increase
Surplus	284.94	Decrease
Undivided profits	2,067.47	Increase
Total deposits	14,568.72	Increase
Total resources and liabilities	23,454.88	Increase
Total reserve	91.84	Decrease
Per cent reserve	4.5%	Decrease

Postal savings deposits were not segregated from other deposits in 1911.

COMPARATIVE STATEMENT

TONOPAH BANKING CORPORATION

Tonopah

H. C. Brougher, President.

Eugene Howell, Vice-President and Cashier.

C. H. Connett, Asst. Cashier.

DIRECTORS

H. C. Brougher,

Eugene Howell,
Wilson Brougher.

R. B. Govan,

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$97,313.93	\$150,388.49
Loans and discounts, unsecured	69,739.65	85,946.37
	\$167,053.58	\$236,334.86
Overdrafts	1,067.34	3,762.64
Bonds, stocks and securities	66,922.50	72,729.52
Furniture and fixtures	4,085.63	4,000.00
Due from banks	165,499.44	103,697.50
Exchanges for clearing house	837.03	2,848.60
Cash items	226.12	223.52
Cash on hand, gold coin	\$25,245.00	\$42,490.00
Cash on hand, silver coin	5,459.45	3,809.80
Cash on hand, currency	16,664.00	42,627.00
	47,368.45	88,826.80
Total resources	\$453,060.09	\$512,323.44

Liabilities

Capital stock paid in	\$50,000.00	\$50,000.00
Surplus	0.00	1,500.00
Undivided profits, less expenses	4,238.70	8,164.14
Due to banks	226.31	0.00
Deposits, subject to check	\$354,292.47	\$404,000.38
Deposits, demand certificates	13,572.88	11,780.05
Deposits, certified checks	0.00	40.00
Deposits, cashier's checks	549.10	282.05
	368,414.45	416,102.48
Deposits, postal savings	30,180.63	36,566.82
Total liabilities	\$453,060.09	\$512,323.44
Total reserve	\$212,641.58	\$195,272.90
Per cent reserve	53.3%	43.1%

Comparison of the Above Statements

Loans and discounts	\$69,281.23	Increase
Overdrafts	2,695.30	Increase
Bonds, stocks and securities	5,807.02	Increase
Furniture and fixtures	85.63	Decrease
Due from banks	61,901.54	Decrease
Exchanges for clearing house	2,011.57	Increase
Cash on hand	41,468.35	Increase
Surplus	1,500.00	Increase
Undivided profits	3,925.44	Increase
Due to banks	226.31	Decrease
Total deposits	47,688.03	Increase
Postal savings deposits	6,376.19	Increase
Total resources and liabilities	59,263.35	Increase
Total reserve	17,368.68	Decrease
Per cent reserve	10.2%	Decrease

COMPARATIVE STATEMENT

BANK OF WELLS

Wells

Mel S. Badt, President.

Herbert H. Badt, Vice-President.

H. H. James, Cashier.

DIRECTORS

Mel S. Badt,

Herbert H. Badt,

H. H. James,

E. E. Lutts,

J. Selby Badt,

A. C. Olmsted,

Milton B. Badt.

Resources

Items	February 20, 1912	November 26, 1912
Loans and discounts, secured	0.00	\$1,115.00
Loans and discounts, unsecured	\$6,525.00	89,661.68
	\$6,525.00	\$90,776.68
Overdrafts	11.84	133.40
Lot and banking house	13,750.00	13,750.00
Furniture and fixtures	1,898.15	1,620.35
Due from banks	59,694.61	30,897.20
Cash items	82.95	576.88
Cash on hand, gold coin	\$1,970.00	\$2,205.00
Cash on hand, silver coin	733.52	1,774.69
Cash on hand, currency	2,900.00	6,187.00
	5,603.52	10,166.69
Expenses and taxes paid	1,522.20	4,890.26
Total resources	\$88,482.77	\$152,811.46

Liabilities

Capital stock paid in	\$50,000.00	\$50,000.00
Undivided profits	100.64	3,838.11
Deposits, subject to check	\$36,664.13	79,363.83
Deposits, time certificates	1,218.00	19,365.27
Deposits, cashier's checks	500.00	239.25
	38,382.13	98,973.35
Total liabilities	\$88,482.77	\$152,811.46
Total reserve		\$41,063.89
Per cent reserve		41.49%

Comparison of the Above Statements

Loans and discounts	\$34,251.68	Increase
Overdrafts	122.06	Increase
Furniture and fixtures	227.20	Increase
Due from banks	28,697.41	Decrease
Cash items	493.93	Increase
Cash on hand	4,563.17	Increase
Total deposits	60,691.22	Increase
Total reserve in cash and banks	24,134.24	Decrease
Total resources and liabilities	64,328.69	Increase

This bank was licensed and opened for business January 27, 1912. Disregarding accrued interest due, but not collected, expenses on November 26, 1912, exceeded profits by \$1,052.15, as shown by the above statement.

COMPARATIVE STATEMENT

LYON COUNTY BANK

Yerington

J. I. Wilson, President.

E. R. Lam, Vice-President.

Geo. W. Webster, Cashier.

Geo. F. Willis, Asst. Cashier.

DIRECTORS

J. I. Wilson,

Geo. W. Webster,

E. R. Lam,

J. W. Simpson,

H. P. Clark,

C. E. Mack,

Geo. H. Plummer.

Resources

Items	December 5, 1911	November 26, 1912
Loans and discounts, secured	\$59,270.93	\$80,080.98
Loans and discounts, unsecured	52,065.88	50,089.05
	\$111,336.81	\$130,150.03
Overdrafts	17,347.83	467.12
Bonds, stocks and securities	80,259.50	76,559.50
Lot and banking house	14,285.06	14,000.00
Furniture and fixtures	6,065.14	5,000.00
Other real estate	6,119.89	7,851.17
Due from banks	95,326.62	76,459.46
Cash items	1,749.30	159.75
Cash on hand, gold coin	\$10,715.00	\$5,890.00
Cash on hand, silver coin	706.11	1,914.03
Cash on hand, currency	10,833.00	4,189.00
	22,254.11	11,993.03
Total resources	\$354,744.26	\$322,640.06

Liabilities

Capital stock paid in	\$26,600.00	\$26,900.00
Surplus	0.00	730.78
Undivided profits, less expenses	6,748.97	10,294.68
Dividends unpaid	50.00	0.00
Deposits, subject to check	\$253,787.56	\$194,459.13
Deposits, demand certificates	5,641.71	5,368.05
Deposits, time certificates	58,738.62	78,889.58
Deposits, cashier's checks	3,177.40	5,581.36
	\$21,845.29	284,278.12
Deposits, postal savings	0.00	436.48
Total liabilities	\$354,744.26	\$322,640.06
Total reserve	\$117,680.73	\$88,462.49
Per cent reserve	36.9%	31.1%

Comparison of the Above Statements

Loans and discounts	\$18,813.22	Increase
Overdrafts	16,890.71	Decrease
Bonds, stocks and securities	3,700.00	Decrease
Lot and banking house	285.06	Decrease
Furniture and fixtures	1,065.14	Decrease
Other real estate	1,731.28	Increase
Due from banks	18,967.16	Decrease
Cash items	1,589.65	Decrease
Cash on hand	10,261.08	Decrease
Capital stock paid in	300.00	Increase
Surplus	730.78	Increase
Undivided profits	3,645.71	Increase
Total deposits	37,067.17	Decrease
Postal savings deposits	436.38	Increase
Total resources and liabilities	32,104.20	Decrease
Total reserve	29,128.24	Decrease
Per cent reserve	5.8%	Decrease

COMPARATIVE STATEMENT Aggregate Resources and Liabilities of the State Banks of Nevada as Shown by the Called Reports for the year 1912

	19 banks					21 banks					Dec 5, 1911, compared with Nov. 26, 1912	
	Dec. 5, 1911	Feb. 20, 1912	April 18, 1912	June 14, 1912	Sept. 4, 1912	Nov. 26, 1912	Increase	Decrease				
Resources												
Loans and discounts	\$6,875,873.64	\$5,802,547.77	\$5,941,218.77	\$6,107,610.89	\$6,266,434.44	\$6,042,267.61	\$166,393.97	\$108,607.19				
Overdrafts	168,074.46	118,910.29	106,708.09	90,459.41	51,890.00	69,467.27	189,628.67	22,960.90				
Bonds, stocks and securities	1,087,242.36	1,091,586.14	1,150,723.46	1,181,980.93	1,156,678.42	1,256,868.93	32,548.29	85,435.18				
Lot and banking house	218,519.61	220,776.62	252,062.67	250,625.62	250,713.65	251,067.90	10,348.28	28,816.42				
Furniture and fixtures	117,308.35	134,060.79	98,799.19	94,869.88	94,272.45	94,353.06	10,574.01	8,884.18				
Other real estate	156,267.27	162,987.43	142,418.42	165,548.19	164,785.04	166,841.28	10,574.01	8,884.18				
Due from banks	2,682,044.79	2,692,876.20	2,825,596.09	3,037,184.35	2,967,099.77	2,596,609.61	8,884.18	28,816.42				
Exchanges for clearing house	10,125.50	10,226.20	9,699.37	8,276.69	21,016.91	19,009.68	9,199.02	28,816.42				
Checks and cash items	37,884.28	20,583.48	14,401.99	32,317.44	25,727.23	47,083.28	16,047.54	28,816.42				
Cash on hand	796,426.65	767,299.72	797,618.60	779,126.26	801,615.31	752,474.19	16,047.54	28,816.42				
All other resources	48,270.63	55,867.90	28,094.49	20,014.29	29,447.58	19,454.21	16,047.54	28,816.42				
Total resources	\$11,138,082.62	\$11,077,651.54	\$11,361,889.94	\$11,767,930.56	\$11,529,670.80	\$11,305,497.01	167,464.49	28,816.42				
Liabilities												
Capital stock paid in	\$1,555,700.00	\$1,611,800.00	\$1,613,000.00	\$1,613,000.00	\$1,613,000.00	\$1,613,000.00	\$57,350.00	\$55,683.72				
Surplus	364,619.86	377,219.86	376,984.92	374,566.01	380,365.70	385,591.88	20,972.02	32,177.62				
Undivided profits, less expenses	112,982.23	102,332.46	127,278.60	142,248.00	134,525.59	156,370.67	43,378.44	11,025.06				
Due to banks	106,796.02	142,941.70	158,128.60	126,286.39	64,560.47	109,178.13	380.11	355,683.72				
Deposits, subject to check	5,365,637.74	4,979,753.69	- 5,106,196.17	5,684,130.24	5,392,873.94	5,010,004.02	369.11	355,683.72				
Deposits, demand certificates	273,626.46	285,122.66	241,128.69	245,614.83	218,568.75	241,498.98	24,822.20	32,177.62				
Deposits, time certificates	656,768.38	716,151.39	801,728.08	646,731.59	661,511.63	645,740.32	16,131.26	11,025.06				
Deposits, savings accounts	2,614,160.06	2,693,225.83	2,706,783.97	2,817,206.53	2,858,485.32	2,913,536.03	299,155.96	2,896.02				
Deposits, certified checks	2,991.09	8,746.94	3,928.86	14,653.85	5,913.72	5,746.19	2,755.10	2,896.02				
Deposits, cashier's checks	2,689.06	15,347.71	31,926.68	7,265.44	13,101.07	17,793.06	196,048.42	2,896.02				
Postal savings deposits	62,029.62	174,406.90	179,307.33	196,519.58	180,049.66	196,049.66	16,000.00	60,880.28				
All other liabilities	62,029.62	542.40	405.40	667.70	6,725.06	11,139.36	10,471.66	60,880.28				
Total liabilities	\$11,138,082.62	\$11,077,651.54	\$11,361,889.94	\$11,767,930.56	\$11,529,670.80	\$11,305,497.01	167,464.49	28,816.42				
Total deposits, inc. postal savings	\$8,993,892.79	\$8,842,755.12	\$9,085,094.22	\$9,511,122.46	\$9,330,503.99	\$9,030,166.97	96,274.18	60,883.57				
Total reserve	\$3,319,798.92	\$3,327,460.42	\$3,473,784.16	\$3,698,290.91	\$3,425,181.62	\$3,258,915.35	36,106.27	1,145.00				
Per cent reserve	37.24	37.64	38.04	38.94	36.74	36.14		1.14				

¹Postal deposits were not segregated from other deposits in the 1911 statements.

COMPARATIVE STATEMENT—STATE BANKS

A comparison of the condition of the state banks in Nevada, made January 7, 1911, before the passage of the new banking act, which became a law March 22, 1911, with the last call for 1912 for a report of condition, at the close of business November 26, 1912, gives the following interesting figures, as summarized:

	<i>Jan. 7, 1911</i>	<i>Nov. 26, 1912</i>
Deposits	\$7,939,630.37	\$9,030,166.97
Loans	\$5,598,012.76	\$6,042,267.61
Overdrafts	\$485,218.15	\$59,467.27
Cash on hand	\$815,638.32	\$752,474.19
Balances due from banks	\$2,261,413.36	\$2,596,609.61
Balances due to banks	\$153,248.75	\$109,178.13
Total reserve	36 ¹ / ₁₀ %	36 ¹ / ₁₀ %
Total resources	\$10,338,817.17	\$11,305,497.01

SUMMARY

Individual deposits January 7, 1911	\$7,939,630.37
Individual deposits November 26, 1912	9,030,166.97
Gain in deposits since January 7, 1911	\$1,090,536.60
Loans and discounts January 7, 1911	\$5,598,012.76
Loans and discounts November 26, 1912	6,042,267.61
Increase in loans since January 7, 1911	\$444,254.85
Overdrafts January 7, 1911	\$485,218.15
Overdrafts November 26, 1912	59,467.27
Decrease in overdrafts since January 7, 1911	\$425,750.88
Cash on hand and in banks January 7, 1911	\$3,077,051.68
Cash on hand and in banks November 26, 1912	3,349,083.80
Increase in cash since January 7, 1911	\$272,032.12
Due to banks January 7, 1911	\$153,248.75
Due to banks November 26, 1912	109,178.13
Decrease in balances due to banks since January 7, 1911	\$44,070.62
Total resources January 7, 1911	\$10,338,817.17
Total resources, November 26, 1912	11,305,497.01
Increase in total resources since January 7, 1911	\$966,679.84

This all goes to show the present healthy condition of all the banks in their entirety in the State coming under the jurisdiction of the State Banking Board. These figures are compiled in the office of the Banking Board and are correct.

It will be seen that the new banking law has had its effect in many instances. By way of illustration, overdrafts amounting to \$485,218.15, which were carried by the banks in January, 1911, have now been reduced to \$59,467.27, or a decrease of \$425,750.88.

It is apparent that the present banking act is a good and strong one, and is gradually making itself felt throughout the State; and had we

a banking law of this kind for the banks to live up to, prior to 1907, the prediction is there would have been no bank failures in Nevada.

Another thing not to be overlooked is the fact that the State is getting on a more prosperous basis, and her great resources are being taken hold of in a stronger way. Confidence is being restored, money is easier, and more of it in the banks, as is shown by the foregoing comparative bank statement, which is an index to the situation and conditions as they really exist. Figures speak louder than words, as evidenced by the following facts: Banks are carrying the large cash reserve of 36 $\frac{1}{2}$ per cent. Loans have increased \$444,254.75. Cash on hand and in banks amounts to \$3,349,083.80, showing an increase of \$272,032.12. Deposits have increased \$1,090,536.60 during the time, demonstrating that our present banking system is on a solid substantial basis.

Engene Howell.

State Bank Examiner.

INDEX

	PAGE
Bank Licenses Collected.....	10
Bond Required of Officers and Employees.....	8
Bullfrog Bank and Trust Company.....	9
Capital, Minimum.....	9
Comparative Statements.....	35-37
Director, Officer or Employee, Cannot Borrow Without Security.....	8, 9
Director, Officer or Employee, Cannot Endorse.....	8
Directors' Meetings.....	7
Directors' Qualifications.....	8
Directors' Oaths.....	8
Excess Loans.....	8
Expenditures.....	10
Letter of Transmittal.....	3
License Fees, How Collected.....	8
New Banks Chartered.....	9
Overdrafts.....	7, 8
Past Work of the Department.....	9
Remarks of Bank Examiner.....	7-11
Recommendations.....	11
Reserve Required.....	8
State Banking Board, Personnel of the.....	5
Stockholders' Lists Required.....	7

STATEMENTS OF BANKS

Bank of Austin, Austin.....	14
Bank of Nevada Savings and Trust Company, Reno.....	28
Bank of Pioche, Pioche.....	27
Bank of Sparks, Sparks.....	31
Bank of Wells, Wells.....	33
Carson Valley Bank, Carson City.....	17
Churchill County Bank, Fallon.....	19
Douglas County Farmers Bank, Gardnerville.....	20
Farmers Bank of Carson Valley, Minden.....	26
First State Bank, Las Vegas.....	22
Henderson Banking Company, Elko.....	18
Horton Banking Company, Battle Mountain.....	15
John S. Cook & Co., Bankers, Goldfield.....	21
Lincoln County Bank, Caliente.....	16
Lovelock Mercantile Banking Company, Lovelock.....	23
Lyon County Bank, Yerington.....	34
Mason Valley Bank, Mason.....	24
Quinn River Bank, McDermitt.....	26
Scheeline Banking and Trust Company, Reno.....	29
Tonopah Banking Corporation, Tonopah.....	32
Washoe County Bank, Reno.....	30



STATE OF NEVADA

BIENNIAL REPORT

OF THE

NEVADA STATE POLICE

1911=1912

J. P. DONNELLEY

Superintendent of State Police



CARSON CITY, NEVADA

STATE PRINTING OFFICE

: **:** **:** **:** **:**

JOE FARNSWORTH, SUPERINTENDENT

1913



BIENNIAL REPORT OF NEVADA STATE POLICE

HEADQUARTERS NEVADA STATE POLICE,
CARSON CITY, December 31, 1912.

To His Excellency, TASKER L. ODDIE, Governor of Nevada.

SIR: I have the honor to submit my report of the operations of the Nevada State Police, from January 1, 1911, to December 31, 1912.

I succeeded Captain W. L. Cox as superintendent January 16, 1911. At present the regular force is composed of five men, as follows:

The Superintendent,
The Inspector,
Three Sergeants.

The personnel of the organization is of a high standard, the men being very efficient, their experience, training and knowledge of the laws especially qualifying them for the duties required of them by this department.

The question of politics is eliminated from the department. With the exception of the superintendent, all of the members were connected with the department during the past state administration. Although the present administration is of opposite political faith than the previous regime, the members have retained their positions through their individual capabilities and character regardless of their political affiliations. I believe this policy is conducive to far greater efficiency and should be continued. No member of the Nevada State Police should be displaced for political reasons. The law prohibits them from participating in politics, but it does not guarantee them immunity from removal to permit the appointment of political favorites in their stead.

Two inactive reserves are carried on the rolls. Owing to the reduced number of men on the force, and the volume of work required of the department, I have found it necessary at various times to appoint additional men as active reserves.

The operations of the department, outside of the office, have been far more extensive during the past two years than the two years preceding. Our orders show special details aggregating 2,732 days, as compared with 165 days for 1909, and 498 days for 1910.

These operations have been productive of good results, especially in the extermination of "Shoshone Mike's" band of Indians; restoring peace and order, without loss of life or property, in the industrial strike situations; and rendering assistance to districts devastated by floods; the department has accomplished results that have been of material benefit to the citizens of the State.

Necessarily these operations have entailed additional expense, and I find the special appropriation for two years of \$25,000, made for this department by the last legislature, to be insufficient, and it has been necessary to draw heavily on our reserve fund. I respectfully request your endorsement for a larger appropriation for the following two years.

The office work of this department has assumed such proportions as

to require the continual services of the entire regular force. Our large accumulation of criminal records is steadily increasing. As the records are received they must be compared for identification, copied, indexed, and filed. Photographs, measurements, finger-print impressions and general descriptions are taken of all convicts committed to the Nevada State Prison. These records must be recorded, indexed, and compared for identification.

The efficient handling of this class of work requires a special course of instruction, constant study and consistent application to the subject. I am pleased to say that the members of this force have demonstrated their ability for handling these records by showing marked facility in the work.

EQUIPMENT

I consider it necessary to add to the equipment of the force. The original uniforms furnished the department are intended for mounted service only, and being of very heavy material, are suitable for winter wear. The summer uniforms of light-weight khaki, issued in 1908, have been expended, consequently the members of the force had been wearing civilian clothing. As I believe that an organization of this nature should be uniformed while on duty, excepting in cases where special work requires plain clothes, I have supplied the force with a light-weight olive-drab serge uniform for summer wear, suitable for dismounted service, and long trousers to match the original blouses for winter wear, thus equipping the force for mounted and dismounted service.

One of the provisions of the Act creating this organization specified that the members of the force shall be furnished arms at cost, the amount of cost to be deducted from the first money due the individual members, and that said money shall be refunded to members upon return of the arms in good condition. These deposits were turned over to the Adjutant-General, thus establishing an arms account.

Provision was also made whereby retiring members could, if they so desired, forfeit their deposits and retain the arms. This was done in several cases, consequently there was an accumulation of forfeited deposits which could not be used for any purpose excepting the purchase of new arms to replace those taken by the retiring members. With the approval of the Adjutant-General I withdrew these deposits, amounting to \$213, and applied the same to the purchase of new arms.

Seventeen United States army magazine carbines, caliber .30 Krag model of 1896, and ten thousand cartridges were procured from the United States Ordnance Department, the carbines, with appendages, costing \$5.25 each, the ammunition costing \$15 per thousand rounds. A considerable saving was effected by purchasing the ammunition from the Government, as the market price of the same ammunition is \$38.25 per thousand. In order to obtain these goods, I was required to sign an agreement to the effect that the carbines and ammunition were for the use of this department, and would not be transferred or disposed of under any condition.

Six Smith & Wesson .38 special caliber revolvers were purchased. These are used for general service instead of the Colt's .38:40 caliber, seven-inch barrel, which was the original revolver supplied the department and which are now held in reserve for emergencies.

Although a sufficient appropriation was made to purchase ten horses, it has not become necessary to supply the department with more than three. At the present time the force is not large enough to require more than that number. At the time that the special appropriation was made the force was composed of ten members.

The department obtained three bloodhounds for the purpose of trailing fugitives from justice. After a thorough trial it was demonstrated that owing to climatic and soil conditions, the use of hounds is impracticable in this State, and the dogs were returned.

BERTILLON, FINGER-PRINT AND ANATOMICAL SYSTEMS

The offices of the Sheriffs at Winnemucca, Elko, Tonopah and Goldfield have established these systems. As consistent with the previous policy of this department, members of the force were detailed to install the systems and instruct the officers in charge in the use and practical application of the same. As the police department at Reno and the Sheriff's office at Ely had previously established these systems, the principal criminal centers of the State are now in a position to take detailed and accurate descriptions of persons charged with committing offenses against law and order. Copies of these descriptions are usually forwarded to this office, where they are compared for identification. Owing to our large accumulation of records of the habitual criminal class, we can readily and accurately determine, in the majority of cases, if the accused have been previously convicted of crimes against the law. Identification in such cases have been of material assistance to the prosecuting officer, as the Nevada statutes provide for increased punishment in the cases where a convict has been found guilty of previous offenses against the law.

The finger-print system especially I consider a very valuable adjunct to the equipment of all peace officers. The equipment is inexpensive and the cost of operation is relatively small. When practically applied it is unquestionably a great factor in the detection of crime and the conviction of criminals. It is not only an infallible means of identification, but frequently saves considerable expense to the prosecution, as in many cases suspects, after being confronted with the evidence of their finger-print impressions, have pleaded guilty to the offense charged, thus saving the expense of prosecution.

I would like to see this system installed in every county in the State. Eventually it would be invaluable as the means of detecting and identifying criminals, and would in a great measure be a principal factor in the prevention of crimes. An habitual criminal is less inclined to operate in districts where he knows, if arrested, his identity will be discovered, and conviction even of a petit offense would result in a long term in the penitentiary, consequently the criminal element will seek districts where there is less certainty of detection and conviction. Even the novices in crime will hesitate before committing an offense when they realize that detection is not difficult.

The anatomical index is particularly valuable when used in conjunction with the Bertillon and finger-print systems, as a means of verifying identifications made by those systems. Also it has proved valuable in making identifications from records on which only distinguishing marks and scars have been mentioned, where no finger-print classification is given.

This department is in a position, and is always ready and willing to give all peace officers in the State valuable assistance, in handling the criminal element. I have frequently urged the officers of the various counties to send us detailed descriptions of all persons confined within their jails, particularly those charged with felonies, so that we might determine if our files contain previous records of said persons.

THE IDENTIFICATION BUREAU

This bureau has become a valuable acquisition to the State. It is now practically a central bureau of criminal information for all important police departments west of the Rockies. We receive the majority of records of convicts and known criminals from the principal criminal centers of the west. Our bureau is affiliated with the National Bureau of Identification at Washington, D. C., and exchanges records with the criminal Bureau of Identification of the Government Department of Justice at Leavenworth, Kansas. These two bureaus furnish us with the records of professional and habitual criminals of the Eastern and Southern States, thus making the chain of criminal identification well-nigh complete. This accumulation of records, including criminals from every State in the Union and from many foreign countries, is accessible to all peace officers and District Attorneys of Nevada, and as the records have been properly indexed they are available at all times.

This department takes a Bertillon measurement, photograph and finger-print impressions of each convict confined in the Nevada State Prison. During the two years we have measured 153 Nevada convicts. Copies of these records are forwarded to all our exchanges, with the object of determining if any of our convicts have previous criminal records, or have been incarcerated in any criminal institution. As a result we have found that a large percentage of the convicts confined in the Nevada State Prison during the past eight years have records of this nature. These additions to the records of our convicts have been of material assistance to the Board of Pardons, as the character of convicts applying for clemency can readily be determined by referring to these records.

For the convenience of peace officers only a copy of the Bertillon description, photo, and finger-print classification of each of the convicts incarcerated in the Nevada State Prison is furnished the offices of the several Sheriffs of the State. The Sheriffs are also kept advised as to the additional records, dates of discharge, parole and pardon of the Nevada convicts, thereby making their records as complete as those filed in this office.

An inventory of our records on December 31 shows that we have on hand, fully indexed for ready reference, either by name, measurement or marks, the following:

Bertillon and descriptive records.....	45,172
Photographs and photographic cuts.....	30,450
Finger prints and classifications.....	8,124
Total	83,746
Criminals identified for Nevada officers and outside departments	248

A record is kept of all lost and stolen property that is reported to

us. All property, such as watches, jewelry, silverware, revolvers, guns, motors, live stock, etc., is carefully indexed by means of numbers, initials or private marks or brands. The index card in each case gives ready reference to the original record and the owner's name and address, also to the department or individual reporting the loss.

The importance of this division of our records cannot be overestimated, as the Nevada statutes make it compulsory for all pawnshops and second-hand dealers, in cities and towns having a population of 4,000 or over, to make a daily report to the police departments of said cities and towns of articles pledged or purchased, and to forward copies of said reports to this department, where they shall be indexed and filed for reference. Our files show an accumulation of 8,460 records of this nature.

SPECIAL DETAILS

The special details of members of the department, outside of Carson City, amounted to a total of 790 days in 1911, and 1,942 days in 1912, totaling 2,732 days for the two years.

These details were occasioned by the pursuit and extermination of the "Shoshone Mike's" band of Indians; enforcing martial law during the labor strike in White Pine county; installing Bertillon systems; investigating and arresting stock rustlers; enforcing the antigambling laws; acting as game wardens; serving bench warrants; pursuit of escaped convicts from the State Prison; and rendering assistance to districts devastated by floods.

The department participated in the pursuit of 17 escaped convicts. We also issued circulars containing photos and detailed descriptions of the majority of these convicts. These circulars were mailed to police departments and county officials throughout the United States, Canada, and Mexico. Our mailing list is comprised of about 1,200 addresses. Some of the escapes were located and identified through these circulars and were returned to the prison. Of the 17 escaped convicts 11 were recaptured.

During the year 1911 the department arrested seven men for violation of the antigambling laws. Although strong evidence of guilt was presented, only one conviction was secured. In this particular case four men were arrested while gambling in a saloon and the proprietor of the saloon was arrested and charged with allowing unlawful gambling in his place of business. The proprietor pleaded guilty to the offense charged and was fined \$100, but the Grand Jury failed to indict the four men whose offense was the cause of the proprietor's arrest and conviction.

Twelve men were arrested by the department for the same offense in 1912. Indictments were not returned in four of the cases. Of the remaining eight offenders, seven have been bound over to the grand jury awaiting the action of that body, and one was not prosecuted because he gave material evidence for the prosecution.

I wish to express my appreciation for the cooperation of the Attorney-General's office, which is prosecuting the cases of the eight last-named offenders.

I believe that the present laws relative to gambling should be modified. It is very difficult for an officer to obtain sufficient evidence to

warrant prosecution of persons found gambling at the so-called unlawful games. As the statutes have been interpreted by Attorney-General Baker for the guidance of peace officers, the ACT of gambling is no crime, but the CLASS of gambling is a felony. For instance: Persons may play solo or whist with any amount of money staked on the result of the game. According to the interpretation of our laws this is a harmless pastime and those engaged in playing said games are regarded as respectable citizens. But should the players change the game to poker with the same amount of money at stake, they would automatically become felons and a menace to society, and if found guilty of gambling at poker would be incarcerated in the State Penitentiary. The principle of the proposition is evidently wrong and is undoubtedly class discrimination, and should be remedied as soon as possible.

In January, 1911, four stockmen operating in northern Washoe County were reported missing. Search was instituted for the missing men and on February 11 news was received that their bodies had been found and that the men undoubtedly had been murdered. This department was called upon to assist in the pursuit of the murderers. A posse was formed, composed of members of this department, peace officers, and stockmen. I assumed command of the posse. We found the bodies, stripped of the greater part of their clothing, concealed from view by willows, in Little High Rock Canyon. Carcasses of cattle and horses and a deserted Indian camp were found near the murdered stockmen. The bodies of the men were taken to Camp Denio, where an inquest was held over the remains and a verdict found to the effect that the four men had come to their deaths from gunshot wounds inflicted by persons unknown but believed to be Indians. We picked up the trail of the Indians where they had left the deserted camp. Later it developed that the trail was about a month old. Under very unfavorable conditions, during the coldest month of one of the most severe winters known to Nevada, we followed the trail about 450 miles before the Indians were overtaken. At several points along the trail conclusive evidence was obtained that the posse was following the same band of Indians that had camped near the scene of the murder.

Fifteen days from the time the bodies of the stockmen were found the Indians were overtaken 35 miles northeast of Golconda. The Indians evinced considerable concern at the approach of the posse and they were commanded to surrender. They immediately fired upon our force. Through an interpreter they were again told to submit to arrest. Their only reply was another volley from their rifles. A sharp engagement, lasting about three hours, resulted. One member of the posse, Ed. Hogle, four buck Indians, two squaws and two Indian boys were killed during the engagement. "Shoshone Mike," the leader of the band, had eight bullet wounds in his body. One squaw, one boy and two small children were captured. None of the band escaped. The killing of the squaws and boys was unavoidable, as they fought as fiercely as the bucks, using firearms, arrows and spears. Also, the squaws, realizing that we were endeavoring to avoid injuring them, tried to protect the bucks from our fire. The Indians proved to be a band of outlaws known as "Shoshone Mike's" band, who had been committing depredations in eastern and northern Nevada and northern California for a period of eighteen months. They were suspected

of having committed several murders prior to the killing of the stockmen. The captured squaw confessed that the band had killed seventeen human beings. The coroner's jury returned a verdict "That the Indians came to their deaths by gunshot wounds inflicted by Captain J. P. Donnelley's posse; that their deaths were unavoidable, and further, that Captain J. P. Donnelley and posse were justified in their actions."

I wish to highly commend the individual members of my posse for the courage, endurance and perseverance displayed during the pursuit and engagement that resulted in the extermination of "Shoshone Mike's" band. I also wish to thank the ranchers and stockmen along the route traveled, who invariably supplied the posse with food, shelter, supplies and fresh mounts.

Rewards aggregating \$9,143.50 were offered for the arrest and conviction of the murderers. Of this amount \$2,143.50, offered by the citizens of Surprise Valley, and \$1,000 offered by the H. C. Cattle Company, have been collected and distributed to the eighteen members of my posse who were present at the engagement. The \$5,000 offered by the State of Nevada, and \$1,000 offered by the State of California have not as yet been paid.

A detailed history of this case is on file at this office and can be referred to should further details be required.

The incomplete detail of 1910 in the case of Indian Queho, as mentioned in the last report of this department, was continued to January 30, 1911, when the search was discontinued. Further complaints having been received that Queho had returned to Clark County and was terrorizing the miners and prospectors in that section, the department cooperated with the officials of that county in a thorough search for the supposed murderer and he was finally located. The District Attorney of Clark County advised that there was considerable doubt as to Queho's guilt of offenses charged, and that the county officials had been unable to secure any evidence whatever, either direct or circumstantial, sufficient to secure a conviction, consequently the Indian was not arrested and this department withdrew from the case.

Bertillon systems were installed at Elko, Winnemucca, Goldfield and Tonopah. In each case the county officers were given instructions in the practical usages of the systems.

Members of the department were detailed to enforce the game and fish laws. Several arrests were made and convictions secured in nearly every case.

The department rendered assistance in the cases of the Hobart Dam washout and the Seven Troughs flood disasters. In both cases there was loss of life and property.

October, 1912, a strike of employees in the copper mines in White Pine County was declared. There was considerable rioting and two strikers were killed. The county officials declared that they could not control the situation and appealed to Governor Oddie for assistance. After a personal investigation of the situation, the Governor decided that life and property were in immediate danger, and as the Sheriff and his deputies were unable to control the riotous element, he declared martial law and ordered this department to proceed to the scene of disorder. He gave specific instructions to protect life and property at all costs; to disarm any and all persons who were not authorized by law to carry arms; to see that all men who desired to work, their fam-

ilies and all others, also all property and business interests within the affected district, have ample protection; to protect all trains and other properties from unlawful interference; to arrest all persons engaged in acts of violence or intimidation, or inciting or abetting others in so engaging, and to hold them under guard until their release would not endanger the public peace; and to see that all threats, intimidations, assaults and all acts of violence cease at once. These instructions were literally complied with.

Upon arrival at McGill, I found conditions unsettled and a general feeling of uneasiness prevailed. Clashes between the police and strikers were momentarily expected. Citizens were alarmed at the prospect of destruction of their property, and business was at a standstill. I told the strike leaders that any acts of violence would be the signal for summary action to the perpetrators; that otherwise the strikers would be accorded the protection of the State as well as the employers; that no partiality should be shown. I assured the employers that their lives and property would be protected from unlawful acts.

I disarmed the guards that had been employed by the mining company, also any and all individuals who were not authorized by law to carry arms. All saloons near the mines and smelter were closed, and the proprietors warned that if they permitted liquor to be obtained at their places of business their stock would be confiscated and their licenses revoked, in addition to being prosecuted for the offenses.

The element among the strikers that had been causing all the trouble soon realized that the power of the State was in authority, and refrained from any acts of violence, but the most radical of the agitators caused a continual feeling of uncertainty.

The strikers gradually returned to work and the conditions of the affected district assumed the normal tone. These results were accomplished without bloodshed or destruction of property.

When this department received the rush orders for field service, the force was composed of five regular members only. While insufficient in numbers to cope with the situation, they were all competent to command squads of untrained men, their training, experience and knowledge of the laws qualifying them to efficiently handle any emergency that might arise. They could be depended upon to exercise the full extent of their authority without, at any time, encroaching upon the rights of citizens, and the public could be assured that no person would be molested unnecessarily. The result of our operations in this case is a testimonial of the efficiency of the members.

One hundred and four reserves were called into service. These men were recruited in a few hours' time, and were divided into squads under the immediate command of the regular members. A large percentage of these men had seen service in the army or police departments, consequently were better qualified than men who had no previous experience of this nature. The reserves were instructed as to their duties and were under the constant supervision of the regular members, thereby developing in a very brief period a sufficient force to cope with any emergency that might arise in the affected district.

The peaceable settlement of this labor trouble is a demonstration of the fact that all business interests within the State will receive at all times ample protection from unlawful attacks, and that no encroachments on the rights of citizenship of the laboring man will be permitted.

PRINTING

Our large accumulation of records necessarily required considerable printing. This work has been done at the State Printing Office, and I wish to express my appreciation of the unvarying courtesy, exceptional promptness and skillful workmanship with which our requests for service have been met with by that department.

ARRESTS

Seventy arrests have been made by the department during the two years. The majority of these cases were turned over to the local authorities for prosecution.

DAYS OF SERVICE

Our orders show that out of a total of 3,413 working days throughout the two years, 19 days were lost on account of sickness, 41 days through leaves of absence, and 30 days through furloughs, leaving the net working days as 3,313, 2,732 of which were on special details outside of the office.

EXPENSE OF MAINTENANCE

The increase in the expense of this department was due to the more extensive operations in various sections of the State. These operations necessarily increased the expenditures for transportation, salaries and necessary expenses.

Following is a statement of expenses for this department since December 31, 1910:

STATEMENT OF ACCOUNT OF APPROPRIATIONS

From January 1, 1911, to December 31, 1912

Balance in original special appropriation.....	\$98,049.87	
Appropriation for 1911 and 1912.....	25,000.00	
Special appropriation for horses.....	3,000.00	
		\$126,049.87
Expended in 1911.....	\$27,541.33	
Expended in 1912.....	36,745.68	
		64,287.01
Balance.....		\$61,762.86

ORIGINAL SPECIAL APPROPRIATION

Balance from last report.....	\$98,049.87	
Expended in 1911.....	\$2,575.34	
Expended in 1912.....	36,173.87	
		38,749.01
Balance.....		
		\$59,300.86

APPROPRIATION FOR 1911-1912

Appropriation		\$25,000.00
Expended in 1911.....	\$24,965.99	
Expended in 1912.....	34.01	
		\$25,000.00

SPECIAL HORSE APPROPRIATION

Appropriation	\$3,000.00	
Expended in 1912.....	\$538.00	
		538.00
Balance.....		
		\$2,462.00

STATEMENT OF EXPENSES 1911-1912

	1911	1912
Expenses.....	\$3,438.24	\$3,679.28
Transportation	1,546.95	5,867.56
Salaries.....	20,866.00	25,228.85
Equipment.....	752.81	917.21
Supplies.....	543.45	1,029.19
Building.....	9.38	23.59
Furniture and fixtures.....	384.50	.....
Total for two years.....		\$64,287.01

The expenses for the two years are further subdivided and segregated as follows:

	POLICE	
Expenses.....	\$15,000.92	
Equipment.....	1,497.21	
Salaries.....	46,094.85	
		\$62,592.98
	IDENTIFICATION	
General identification	\$857.04	
Prison identification	836.99	
		\$1,694.03
Total		\$64,287.01

The above-mentioned items include all salaries and expenses, excepting some of the bills contracted during the strike at Ely and a few December bills not yet presented.

INVENTORY

32 Winchester carbines at \$13.80.....	\$441.60	
17 Krag carbines at \$5.25.....	89.25	
42 Colts revolvers at \$11.20.....	470.41	
6 Smith & Wesson revolvers at \$15.75.....	94.50	
8 Winchester carbines at prison at \$13.80.....	110.40	
9 automatic riot guns at \$18.50.....	166.50	
3 automatic riot guns at prison at \$18.50.....	55.50	
		\$1,428.16
26 pairs of handcuffs at \$4.75.....	\$123.50	
5 leg irons at \$7.....	35.00	
1 leg iron at prison.....	7.00	
32 twisters at \$1.00.....	32.00	
107 stars at 48 cents.....	51.36	
8 Flammarion binoculars at \$23.....	184.00	
1 set signal flags.....	44.90	
1 storm flag and halyard.....	5.10	
		\$482.86
31 overcoats at \$24.55.....	\$761.05	
31 blouses at \$12.60.....	390.61	
5 blouses at \$12.75.....	63.75	
30 breeches at \$7.90.....	237.00	
25 caps at \$2.85.....	71.25	
40 web belts at \$1.20.....	48.00	
10 leather belts at \$1.50.....	15.00	
40 pairs leggins at 90 cents.....	36.00	
5 pairs gauntlets at \$2.75.....	13.75	
		\$1,636.41
3 horses.....	\$435.00	
5 saddles.....	144.00	
5 bridles and bits.....	29.55	
2 pairs chaps.....	33.50	

2 pairs spurs.....	11.00	
2 saddle blankets	10.00	
2 riding coats.....	15.00	
		\$678.05
1 harness knife.....	\$2.00	
1 draw guage.....	1.00	
2 pricking wheels	1.50	
2 wood creasers.....	.50	
1 round edger.....	.50	
1 splitting knife	4.50	
1 hammer.....	.85	
1 axe.....	1.50	
1 saw	2.50	
1 sythe.....	2.00	
1 monkey wrench.....	1.00	
1 square.....	1.00	
2 screw drivers	1.50	
1 grass shears.....	.65	
3 rakes.....	1.50	
2 lawn mowers.....	25.00	
1 bench screw.....	1.00	
1 blow torch	4.50	
Harness needles.....	.50	
Harness thread	1.00	
1 harness horse.....	5.00	
2 pitch forks.....	2.30	
2 brushes.....	.65	
2 spades.....	2.00	
Hose.....	6.00	
		\$80.45
Bertillon filing cabinet.....	\$239.00	
Finger print filing cabinet.....	80.50	
2 voucher sections.....	29.80	
5 No. 29 5x3 sections	47.50	
2 No. 5 sections	29.00	
4 No. 59 vertical letter sections.....	66.90	
3 No. 32 6x4 sections.....	28.50	
1 6-drawer section, 6x4.....	19.00	
2 Shannon file sections.....	37.40	
3 No. 12 top.....	11.25	
1 No. 106 base.....	6.55	
2 photo cabinets and base.....	151.00	
40 photo frames.....	260.00	
1 anatomical cabinet.....	40.00	
Guides and index cards	404.40	
1 shelf section.....	6.05	
1 3-drawer section, 8x5.....	9.50	
Storage cases and transfer files.....	83.00	
1 scale, Bertillon measurements.....	30.00	
Measuring board, stool and stand.....	146.00	
Measuring instruments and eye chart.....	40.25	
1 camera and stand.....	108.20	
2 screens	30.25	
1 chair.....	13.75	
Flash-light apparatus.....	57.50	
Trimmer and punch.....	8.45	
Finger-print apparatus.....	10.00	
Dark-room lamps and trays.....	15.00	
		\$2,008.75

4 roll-top desks.....	\$197.50	
1 typewriter desk	40.00	
2 typewriter chairs	12.50	
3 office chairs	19.50	
4 arm chairs	9.00	
1 office stool.....	7.50	
1 stationery desk.....	10.00	
		\$296.00
2 typewriters, Smith-Premier, No. 10.....	\$205.00	
1 typewriter, Remington, No. 6.....	75.00	
1 "D" carriage and platen for S. P.....	32.50	
1 card platen for S. P.....	7.50	
1 card cylinder.....	4.00	
1 multigraph.....	261.35	
Multigraph type.....	17.80	
1 multigraph ink attachment.....	10.00	
1 addressograph.....	55.00	
1 duplicator.....	11.50	
2 numbering machines	21.30	
		\$700.95
7 Post binders and insertions.....	\$91.50	
25 loose leaf books.....	20.75	
1 loose leaf ledger.....	25.00	
14 text books.....	10.00	
2 memorandum books	3.60	
13 gum stub files	20.35	
1 invoice book	4.00	
		\$175.20
Electric fixtures.....	\$35.46	
3 coal stoves.....	39.00	
Linoleum and curtains.....	213.50	
1 oil stove.....	4.00	
Mirror and water cooler.....	11.50	
1 filter.....	3.50	
Maps, wire trays, ink wells.....	23.00	
Clip fastener and punch.....	6.03	
Rubber stamps and holders.....	50.00	
Metal-bodied type.....	8.80	
2 lanterns.....	2.50	
15 tons coal.....	154.26	
		\$551.55
6,500 rifle cartridges, 30:40.....	\$97.50	
9,000 rifle cartridges, 30:30.....	247.50	
4,000 revolver cartridges, 38:40.....	64.80	
600 shotgun shells, No. 1 Buck.....	15.00	
3,000 revolver cartridges, 38 special.....	46.95	
		\$471.75
16 flash lamps.....	\$24.00	
2 blankets	8.50	
		32.50
Total		\$8,542.63

RECOMMENDATIONS

I earnestly recommend that a relief bill receive your endorsement for passage by the next Legislature, providing for the payment of the \$5,000 reward offered by the State of Nevada for the arrest and conviction of the person or persons guilty of the murder of Harry Campbell and three associates.

At the time this reward was offered, the members of my posse were engaged in the pursuit of the murderers and were unaware that any reward had been offered. Consequently they were not inspired to herculean efforts by the promise of large monetary remuneration, but endured the hardships, fatigue and privation necessarily connected with the pursuit of the murderers because a great crime had been committed, and the desire to bring the guilty person or persons to justice was paramount.

I also wish to recommend that a law be passed requiring the custodian of every jail in the State to take finger-print impressions and an accurate description of every person confined in his jail and to forward a copy of such description to these headquarters. The object of our bureau of identification is to gather, classify and index information pertaining to the criminal element, for the purpose of identification. Therefore, our bureau, as a central bureau, should have the cooperation of the peace officers of this State, to insure a complete success.

The expense of finger-print equipments amounts to about \$7.50 each, and the expense of operation is relatively small. The item of expense would not be burdensome to any community, and the advantage would be considerable.

Provision should be made for the care of members of this department who become injured or sick while in the line of duty, and for the families of the members who are killed or permanently injured in the line of duty.

CONCLUSION

In conclusion, I wish to thank the members of my force for their prompt and cheerful obedience to all orders, and the faithful performance of their duties.

It gives me great pleasure to report that the preservation of law and order in Nevada have been maintained during the period of my office, and that, at this time, there is no trouble of any nature, and no prospects of trouble in the immediate future.

Respectfully submitted,

J. P. DONNELLEY,
Superintendent.



STATE OF NEVADA

ANNUAL REPORT

OF THE

Insurance Commissioner

1911

J. EGGERS
Insurance Commissioner



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT
1912



REPORT OF INSURANCE COMMISSIONER

To His Excellency the Governor:

The following statement of the business transacted by fire, life, accident, casualty, and surety insurance companies for the year ending December 31, 1911, is respectfully submitted.

J. EGGERS,
State Controller and ex officio Insurance Commissioner.

FIRE INSURANCE COMPANIES

AACHEN AND MUNICH FIRE INSURANCE COMPANY AIX-LA-CHAPELLE, GERMANY

Capital (deposited)	\$345,000.00		
Assets	2,470,162.82	Losses	\$550,036.06
Liabilities, exclusive of capital and net surplus	1,201,124.68	Dividends	None
		Other expenditures	528,043.55
		Total expenditures, 1911	\$1,078,079.61
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$1,086,862.44	Risks written	\$159,245.985.00
Other sources	91,608.21	Premiums thereon	1,626,065.75
Total income, 1911	\$1,178,470.65	Losses incurred	535,481.96

<i>Nevada Business</i>	
Risks written	\$72,665.00
Premiums received	1,986.55
Losses paid	426.10
Losses incurred	426.10

ETNA INSURANCE COMPANY HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$5,000,000.00		
Assets	22,017,389.71	Losses	\$4,695,263.21
Liabilities, exclusive of capital and net surplus	9,183,194.97	Dividends	800,000.00
		Other expenditures	3,331,930.33
		Total expenditures, 1911	\$8,727,193.54
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$8,901,863.34	Risks written	\$864,740,143.00
Other sources	916,872.22	Premiums thereon	10,354,484.81
Total income, 1911	\$9,818,735.56	Losses incurred	4,070,833.59

<i>Nevada Business</i>	
Risks written	\$544,415.00
Premiums received	12,962.51
Losses paid	74.50
Losses incurred	85.00

AGRICULTURAL INSURANCE COMPANY WATERTOWN, NEW YORK

Capital (paid up in cash)	\$500,000.00		
Assets	4,000,428.73	Losses	\$850,121.81
Liabilities, exclusive of capital and net surplus	2,194,468.91	Dividends	75,000.00
		Other expenditures	729,128.31
		Total expenditures, 1911	\$1,654,250.12
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$1,712,991.07	Risks written	\$252,596,000.00
Other sources	189,352.62	Premiums thereon	2,587,608.88
Total income, 1911	\$1,902,343.69	Losses incurred	841,531.00

<i>Nevada Business</i>	
Risks written	\$187,500.00
Premiums received	4,399.03
Losses paid	1,226.47
Losses incurred	1,681.27

REPORT OF INSURANCE COMMISSIONER

ALLIANCE INSURANCE COMPANY

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$750,000.00	<i>Expenditures</i>	
Assets	2,006,556.02	Losses	\$496,613.69
Liabilities, exclusive of capital and net surplus	764,530.77	Dividends	40,000.00
		Other expenditures	545,205.37
		Total expenditures, 1911	\$1,081,819.06
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$956,316.26	Risks written	\$84,360,936.00
Other sources	78,875.16	Premiums thereon	1,006,549.73
Total income, 1911	\$1,035,191.42	Losses incurred	326,004.20
<i>Nevada Business</i>			
Risks written		\$152,375.00	
Premiums received		3,291.01	
Losses paid		2,617.78	
Losses incurred		2,617.78	

AMERICAN CENTRAL INSURANCE COMPANY

SAINT LOUIS, MISSOURI

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	5,550,103.29	Losses	\$1,680,017.98
Liabilities, exclusive of capital and net surplus	2,680,533.03	Dividends	260,000.00
		Other expenditures	1,040,933.04
		Total expenditures, 1911	\$2,980,951.02
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$2,635,615.91	Risks written	\$347,564,227.00
Other sources	239,890.12	Premiums thereon	3,988,250.34
Total income, 1911	\$2,875,496.03	Losses incurred	1,602,601.63
<i>Nevada Business</i>			
Risks written		\$65,500.00	
Premiums received		1,645.96	
Losses paid		666.08	
Losses incurred		1,266.08	

ATLAS ASSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$300,000.00	<i>Expenditures</i>	
Assets	2,606,363.66	Losses	\$1,029,354.14
Liabilities, exclusive of capital and net surplus	1,800,192.87	Dividends	None
		Other expenditures	682,098.34
		Total expenditures, 1911	\$1,711,452.48
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$1,712,537.38	Risks written	\$243,242,278.00
Other sources	90,157.10	Premiums thereon	2,456,348.41
Total income, 1911	\$1,802,694.48	Losses incurred	998,690.56
<i>Nevada Business</i>			
Risks written		\$405,917.00	
Premiums received		8,999.53	
Losses paid		628.74	
Losses incurred		628.74	

REPORT OF INSURANCE COMMISSIONER

7

BALKAN NATIONAL INSURANCE COMPANY

SOFIA, BULGARIA

Capital (deposited)	\$500,000.00	Losses	<i>Expenditures</i>	
Assets	1,206,725.91	Dividends		\$211,026.92
Liabilities, exclusive of capital and net surplus	811,800.17	Other expenditures		None
				887,207.01
<i>Income</i>		Total expenditures, 1911		\$598,233.93
Premiums	\$1,073,890.56			
Other sources	348,421.87	<i>Fire Insurance Business, 1911</i>		
Total income, 1911	\$1,422,312.43	Risks written		\$110,007,822.00
		Premiums thereon		1,285,944.50
		Losses incurred		291,850.92
		<i>Nevada Business</i>		
		Risks written		\$24,461.00
		Premiums received		135.99
		Losses paid		None
		Losses incurred		None

CALEDONIAN INSURANCE COMPANY

EDINBURGH, SCOTLAND

Capital (deposited)	None	Losses	<i>Expenditures</i>	
Assets	\$2,165,784.98	Dividends		\$755,158.23
Liabilities, exclusive of capital and net surplus	1,606,335.23	Other expenditures		None
				760,768.00
<i>Income</i>		Total expenditures, 1911		\$1,515,924.23
Premiums	\$1,479,566.10			
Other sources	108,330.55	<i>Fire Insurance Business, 1911</i>		
Total income, 1911	\$1,587,896.65	Risks written		\$186,978,787.00
		Premiums thereon		2,081,192.39
		Losses incurred		755,522.33
		<i>Nevada Business</i>		
		Risks written		\$111,750.00
		Premiums received		2,860.15
		Losses paid		20.00
		Losses incurred		20.00

CALIFORNIA INSURANCE COMPANY

SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$400,000.00	Losses	<i>Expenditures</i>	
Assets	1,320,465.87	Dividends		\$276,743.59
Liabilities, exclusive of capital and net surplus	702,329.38	Other expenditures		60,000.00
				357,112.92
<i>Income</i>		Total expenditures, 1911		\$693,856.51
Premiums	\$750,615.15			
Other sources	72,640.59	<i>Fire Insurance Business, 1911</i>		
Total income, 1911	\$823,255.74	Risks written		\$92,934,901.00
		Premiums thereon		1,247,861.06
		Losses incurred		287,112.12
		<i>Nevada Business</i>		
		Risks written		\$164,529.00
		Premiums received		3,862.70
		Losses paid		3.22
		Losses incurred		3.22

REPORT OF INSURANCE COMMISSIONER

CITIZENS INSURANCE COMPANY

SAINT LOUIS, MISSOURI

Capital (paid up in cash)	\$200,000.00		
Assets	872,697.63	Losses	<i>Expenditures</i>
Liabilities, exclusive of capital and net surplus	512,285.08	Dividends	\$344,387.58
		Other expenditures	212,486.49
		Total expenditures, 1911	\$580,874.07
			<i>Fire Insurance Business, 1911</i>
<i>Income</i>		Risks written	\$170,677,188.00
Premiums	\$585,080.00	Premiums thereon	2,814,269.98
Other sources	30,417.87	Losses incurred	342,701.07
Total income, 1911	\$615,497.87		
		<i>Nevada Business</i>	
		Risks written	\$167,183.00
		Premiums received	4,511.97
		Losses paid	1,115.27
		Losses incurred	1,115.27

COMMERCIAL UNION ASSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$880,000.00		
Assets	7,587,440.03	Losses	<i>Expenditures</i>
Liabilities, exclusive of capital and net surplus	4,777,793.05	Dividends	\$2,623,091.86
		Other expenditures	2,384,358.83
		Total expenditures, 1911	\$5,012,449.69
			<i>Fire Insurance Business, 1911</i>
<i>Income</i>		Risks written	\$590,014,465.00
Premiums	\$4,773,659.36	Premiums thereon	5,788,298.07
Other sources	462,544.95	Losses incurred	2,266,009.29
Total income, 1911	\$5,236,204.31		
		<i>Nevada Business</i>	
		Risks written—Fire	\$256,094.00
		Risks written—Inland	4,239,317.00
		Premiums received—Fire	5,370.88
		Premiums received—Inland	1,060.89
		Losses paid	2,076.10
		Losses incurred	2,076.10

CONNECTICUT FIRE INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$1,000,000.00		
Assets	7,517,091.41	Losses	<i>Expenditures</i>
Liabilities, exclusive of capital and net surplus	4,399,805.02	Dividends	\$2,261,753.84
		Other expenditures	1,514,759.47
		Total expenditures, 1911	\$3,936,513.31
			<i>Fire Insurance Business, 1911</i>
<i>Income</i>		Risks written	\$442,179,005.00
Premiums	\$3,748,296.53	Premiums thereon	4,990,447.47
Other sources	297,150.61	Losses incurred	2,203,718.04
Total income, 1911	\$4,045,447.14		
		<i>Nevada Business</i>	
		Risks written	\$803,799.00
		Premiums received	11,162.19
		Losses paid	471.56
		Losses incurred	466.56

9

NEW YORK CITY, NEW YORK

Capital (paid up in cash).....	\$500,000.00
Assets	2,138,818.71
Liabilities exclusive of capital and net surplus.....	590,908.43
<i>Income</i>	
Premiums.....	\$603,851.24
Other sources.....	97,042.35
Total income, 1911.....	\$700,993.59
Expenses	
Losses.....	\$318,822.40
Dividends.....	60,000.00
Other expenditures.....	279,529.98
Total expenditures, 1911.....	\$658,352.38
Fire Insurance Business, 1911	
Risks written.....	\$69,986,289.00
Premiums thereon.....	807,194.79
Losses incurred.....	812,455.33
Nevada Business	
Risks written.....	\$12,016.00
Premiums received.....	216.78
Losses paid.....	None
Losses incurred.....	None

REPORT OF INSURANCE COMMISSIONER

FIDELITY-PHENIX FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$2,500,000.00		
Assets	14,333,423.00	Losses	\$3,514,498.24
Liabilities, exclusive of capital and net surplus	7,606,687.49	Dividends	250,000.00
		Other expenditures	2,880,842.37
		Total expenditures, 1911	\$6,645,340.61
			<i>Fire Insurance Business, 1911</i>
<i>Income</i>		Risks written	\$752,081,218.00
Premiums	\$6,021,183.23	Premiums thereon	8,337,142.65
Other sources	1,312,725.07	Losses incurred	3,419,726.70
Total income, 1911	\$7,333,908.30		
		<i>Nevada Business</i>	
Risks written		\$215,705.00	
Premiums received		4,208.68	
Losses paid		5,809.85	
Losses incurred		5,714.85	

FIRE ASSOCIATION OF PHILADELPHIA

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$750,000.00		
Assets	8,989,219.63	Losses	\$2,378,917.42
Liabilities, exclusive of capital and net surplus	5,733,361.74	Dividends	800,000.00
		Other expenditures	1,702,381.33
		Total expenditures, 1911	\$4,381,298.75
			<i>Fire Insurance Business, 1911</i>
<i>Income</i>		Risks written	\$525,067,537.00
Premiums	\$4,150,617.95	Premiums thereon	5,887,872.21
Other sources	381,714.41	Losses incurred	2,404,162.43
Total income, 1911	\$4,532,322.36		
		<i>Nevada Business</i>	
Risks written		\$483,823.00	
Premiums received		12,097.33	
Losses paid		4,450.71	
Losses incurred		7,319.46	

FIREMAN'S FUND INSURANCE COMPANY

SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$1,500,000.00		
Assets	8,649,591.75	Losses	\$2,034,719.13
Liabilities, exclusive of capital and net surplus	4,568,131.23	Dividends	180,000.00
		Other expenditures	3,049,969.10
		Total expenditures, 1911	\$5,264,708.23
			<i>Fire Insurance Business, 1911</i>
<i>Income</i>		Risks written	\$483,640,394.00
Premiums	\$3,811,833.37	Premiums thereon	5,504,235.06
Other sources	2,007,306.64	Losses incurred	2,136,633.71
Total income, 1911	\$5,819,139.01		
		<i>Nevada Business</i>	
Risks written		\$609,012.00	
Premiums received		15,129.59	
Losses paid		3,631.30	
Losses incurred		3,631.30	

FIRE REASSURANCE COMPANY

PARIS, FRANCE

Capital(deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	776,494.00	Losses	\$48,152.57
Liabilities, exclusive of capital and net surplus	295,991.66	Dividends	None
		Other expenditures	112,097.11
		Total expenditures, 1911	\$160,249.68
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$335,563.55	Risks written	\$39,138,873.00
Other sources	589,496.12	Premiums thereon	376,436.28
Total income, 1911	\$925,058.67	Losses incurred	87,252.57

<i>Nevada Business</i>		
Risks written		\$22,750.00
Premiums received		346.33
Losses paid		None
Losses incurred		None

FIRST RUSSIAN INSURANCE COMPANY

ST. PETERSBURG, RUSSIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	1,161,749.49	Losses	\$392,088.56
Liabilities, exclusive of capital and net surplus	736,580.18	Dividends	None
		Other expenditures	\$72,299.58
		Total expenditures, 1911	\$764,338.14
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$866,373.34	Risks written	\$116,361,550.00
Other sources	37,151.40	Premiums thereon	1,183,899.95
Total income, 1911	\$903,524.74	Losses incurred	413,014.56

<i>Nevada Business</i>		
Risks written		\$77,272.00
Premiums received		1,949.00
Losses paid		513.86
Losses incurred		636.80

GERMAN ALLIANCE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$400,000.00	<i>Expenditures</i>	
Assets	1,791,812.43	Losses	\$323,212.62
Liabilities, exclusive of capital and net surplus	592,239.37	Dividends	60,000.00
		Other expenditures	180,255.06
		Total expenditures, 1911	\$563,567.68
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$570,790.12	Risks written	\$294,286,743.00
Other sources	70,287.00	Premiums thereon	8,086,543.37
Total income, 1911	\$641,077.12	Losses incurred	343,681.77

<i>Nevada Business</i>		
Risks written		\$57,496.00
Premiums received		1,259.16
Losses paid		.58
Losses incurred		2,066.58

REPORT OF INSURANCE COMMISSIONER
GERMAN AMERICAN INSURANCE COMPANY
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	20,693,006.94	Losses	\$4,797,839.88
Liabilities, exclusive of capital and net surplus	9,890,593.98	Dividends	555,000.00
		Other expenditures	3,718,161.06
		Total expenditures, 1911	\$9,071,000.94
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$8,277,428.73	Risks written	\$1,378,039,970.00
Other sources	975,001.98	Premiums thereon	13,532,613.24
Total income, 1911	\$9,252,430.71	Losses incurred	4,795,606.45
<i>Nevada Business</i>			
Risks written		\$532,955.00	
Premiums received		10,884.05	
Losses paid		3,107.63	
Losses incurred		7,238.63	

GLOBE AND RUTGERS FIRE INSURANCE COMPANY
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$400,000.00	<i>Expenditures</i>	
Assets	6,331,707.15	Losses	\$1,901,780.48
Liabilities, exclusive of capital and net surplus	3,212,668.56	Dividends	180,000.00
		Other expenditures	965,801.93
		Total expenditures, 1911	\$3,127,582.41
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$3,681,307.23	Risks written	\$435,188,077.00
Other sources	486,611.71	Premiums thereon	5,065,496.37
Total income, 1911	\$4,167,918.94	Losses incurred	1,877,154.51
<i>Nevada Business</i>			
Risks written		\$536,922.00	
Premiums received		9,454.04	
Losses paid		1,685.81	
Losses incurred		5,685.81	

HARTFORD FIRE INSURANCE COMPANY
HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	25,449,839.41	Losses	\$8,779,984.99
Liabilities, exclusive of capital and net surplus	15,630,131.93	Dividends	700,000.00
		Other expenditures	5,972,457.26
		Total expenditures, 1911	\$15,452,442.25
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$15,478,916.72	Risks written	\$1,731,642,318.00
Other sources	1,016,664.71	Premiums thereon	19,437,280.31
Total income, 1911	\$16,495,581.43	Losses incurred	8,263,449.27
<i>Nevada Business</i>			
Risks written		\$1,289,437.09	
Premiums received		24,727.32	
Losses paid		4,578.42	
Losses incurred		4,578.42	

HOME INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid in cash).....	\$3,000,000.00	<i>Expenditures</i>	
Assets.....	32,146,564.95	Losses.....	\$6,029,161.58
Liabilities, exclusive of capital and net surplus.....	15,831,124.24	Dividends.....	1,060,000.00
		Other expenditures.....	5,188,440.26
<i>Income</i>		Total expenditures, 1911.....	\$12,287,601.84
Premiums.....	\$11,977,888.78	<i>Fire Insurance Business, 1911</i>	
Other sources.....	2,030,467.74	Risks written.....	\$1,822,918,717.00
Total income, 1911.....	\$14,008,356.52	Premiums thereon.....	17,688,633.10
		Losses incurred.....	6,004,934.52

<i>Nevada Business</i>	
Risks written.....	\$1,144,539.00
Premiums received.....	17,759.20
Losses paid.....	2,089.42
Losses incurred.....	15,629.42

INSURANCE COMPANY OF NORTH AMERICA

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash).....	\$4,000,000.00	<i>Expenditures</i>	
Assets.....	16,908,377.36	Losses.....	\$3,508,758.09
Liabilities, exclusive of capital and net surplus.....	8,908,377.36	Dividends.....	480,000.00
		Other expenditures.....	5,120,496.18
<i>Income</i>		Total expenditures, 1911.....	\$9,109,254.27
Premiums.....	\$6,287,004.20	<i>Fire Insurance Business, 1911</i>	
Other sources.....	3,675,978.52	Risks written.....	\$714,386,471.00
Total income, 1911.....	\$9,942,982.72	Premiums thereon.....	8,358,897.49
		Losses incurred.....	3,517,258.09

<i>Nevada Business</i>	
Risks written.....	\$408,921.00
Premiums received.....	9,061.67
Losses paid.....	3,882.17
Losses incurred.....	7,012.17

INTERNATIONAL INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash).....	\$200,000.00	<i>Expenditures</i>	
Assets.....	2,772,446.77	Losses.....	\$1,545,598.82
Liabilities, exclusive of capital and net surplus.....	2,287,438.01	Dividends.....	20,000.00
		Other expenditures.....	890,237.61
<i>Income</i>		Total expenditures, 1911.....	\$2,455,836.43
Premiums.....	\$2,920,833.27	<i>Fire Insurance Business, 1911</i>	
Other sources.....	90,444.69	Risks written.....	\$344,706,516.00
Total income, 1911.....	\$3,011,277.96	Premiums thereon.....	3,694,128.60
		Losses incurred.....	1,605,847.46

<i>Nevada Business</i>	
Risks written.....	\$217,274.00
Premiums received.....	3,706.69
Losses paid.....	1,066.22
Losses incurred.....	2,902.35

REPORT OF INSURANCE COMMISSIONER

JAKOR INSURANCE COMPANY

MOSCOW, RUSSIA

Capital (deposited)	\$200,000.00		
Assets	1,942,382.54		
Liabilities, exclusive of capital and net surplus	1,476,818.98		
<i>Income</i>			
Premiums	\$1,895,717.96		
Other sources	66,211.93		
Total income, 1911	\$1,961,929.89		
		<i>Expenditures</i>	
		Losses	\$1,066,379.86
		Dividends	None
		Other expenditures	730,700.70
		Total expenditures, 1911	\$1,787,080.56
		<i>Fire Insurance Business, 1911</i>	
		Risks written	\$420,187,716.00
		Premiums thereon	4,469,201.31
		Losses incurred	1,081,390.82
		<i>Nevada Business</i>	
		Risks written	\$162,957.00
		Premiums received	2,780.02
		Losses paid	800.37
		Losses incurred	2,179.49

LAW UNION AND ROCK INSURANCE COMPANY

LONDON, ENGLAND

Capital (deposited)	\$236,000.00		
Assets	846,187.40		
Liabilities, exclusive of capital and net surplus	486,217.47		
<i>Income</i>			
Premiums	\$467,243.11		
Other sources	202,417.16		
Total income, 1911	\$669,660.27		
		<i>Expenditures</i>	
		Losses	\$238,963.46
		Dividends	None
		Other expenditures	284,766.26
		Total expenditures, 1911	\$523,739.72
		<i>Fire Insurance Business, 1911</i>	
		Risks written	\$73,292,906.00
		Premiums thereon	715,429.73
		Losses incurred	246,496.88
		<i>Nevada Business</i>	
		Risks written	\$243,250.00
		Premiums received	4,843.08
		Losses paid	125.81
		Losses incurred	125.81

LIVERPOOL AND LONDON AND GLOBE INSURANCE

COMPANY (Limited)

LIVERPOOL, ENGLAND

Capital (deposited)	\$400,000.00		
Assets	13,784,520.57		
Liabilities, exclusive of capital and net surplus	9,302,631.97		
<i>Income</i>			
Premiums	8,393,317.45		
Other sources	538,097.12		
Total income, 1911	\$8,931,414.57		
		<i>Expenditures</i>	
		Losses	\$4,335,616.62
		Dividends	None
		Other expenditures	4,506,800.52
		Total expenditures, 1911	\$8,841,417.14
		<i>Fire Insurance Business, 1911</i>	
		Risks written	\$1,382,855,524.00
		Premiums thereon	13,699,237.20
		Losses incurred	4,375,468.98
		<i>Nevada Business</i>	
		Risks written	\$1,098,723.00
		Premiums received	26,041.98
		Losses paid	12,400.19
		Losses incurred	16,835.19

LONDON ASSURANCE CORPORATION

LONDON, ENGLAND

Capital (deposited)	\$275,000.00	<i>Expenditures</i>	
Assets	3,533,396.60	Losses	\$1,224,024.05
Liabilities, exclusive of capital and net surplus	2,606,988.33	Dividends	None
		Other expenditures	1,404,396.67
<i>Income</i>		Total expenditures, 1911	\$2,628,420.72
Premiums	\$2,474,305.13	<i>Fire Insurance Business, 1911</i>	
Other sources	300,582.77	Risks written	\$244,487,060.00
Total income, 1911	\$2,774,887.90	Premiums thereon	2,784,641.52
		Losses incurred	1,008,975.29
<i>Nevada Business</i>			
Risks written		\$569,968.00	
Premiums received		13,230.00	
Losses paid		775.77	
Losses incurred		7,171.77	

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY

LONDON, ENGLAND

Capital (deposited)	\$510,000.00	<i>Expenditures</i>	
Assets	4,569,073.10	Losses	\$1,172,085.15
Liabilities, exclusive of capital and net surplus	2,939,079.32	Dividends	None
		Other expenditures	987,619.33
<i>Income</i>		Total expenditures, 1911	\$2,159,704.48
Premiums	\$2,477,266.82	<i>Fire Insurance Business, 1911</i>	
Other sources	182,166.24	Risks written	\$436,081,428.00
Total income, 1911	\$2,629,433.06	Premiums thereon	4,062,313.77
		Losses incurred	1,102,265.31
<i>Nevada Business</i>			
Risks written		\$225,455.00	
Premiums received		5,050.25	
Losses paid		4,901.65	
Losses incurred		4,901.65	

MANCHESTER (ATLAS) ASSURANCE COMPANY

LONDON, ENGLAND

Capital (deposited)	\$300,000.00	<i>Expenditures</i>	
Assets	2,606,363.66	Losses	\$1,029,354.14
Liabilities, exclusive of capital and net surplus	1,800,192.87	Dividends	None
		Other expenditures	682,098.34
<i>Income</i>		Total expenditures, 1911	\$1,711,452.48
Premiums	\$1,712,537.38	<i>Fire Insurance Business, 1911</i>	
Other sources	90,157.10	Risks written	\$243,242,278.00
Total income, 1911	\$1,802,694.48	Premiums thereon	2,456,348.41
		Losses incurred	998,680.56
<i>Nevada Business</i>			
Risks written		\$48,300.00	
Premiums received		881.23	
Losses paid		None	
Losses incurred		None	

REPORT OF INSURANCE COMMISSIONER

MICHIGAN FIRE AND MARINE INSURANCE COMPANY

DETROIT, MICHIGAN

Capital (paid up in cash).....	\$400,000.00	<i>Expenditures</i>	
Assets.....	1,459,462.97	Losses.....	\$311,899.95
Liabilities, exclusive of capital and net surplus.....	692,848.48	Dividends.....	40,000.00
		Other expenditures.....	277,589.63
<i>Income</i>		Total expenditures, 1911.....	\$629,489.58
Premiums.....	\$668,041.73	<i>Fire Insurance Business, 1911</i>	
Other sources.....	52,247.31	Risks written.....	\$87,140,060.00
Total income, 1911.....	\$720,289.04	Premiums thereon.....	996,396.35
		Losses incurred.....	327,233.82
<i>Nevada Business</i>			
Risks written.....		\$420,848.00	
Premiums received.....		9,943.86	
Losses paid.....		2.72	
Losses incurred.....		2,252.72	

MOSCOW FIRE INSURANCE COMPANY

MOSCOW, RUSSIA

Capital (deposited).....	\$200,000.00	<i>Expenditures</i>	
Assets.....	1,924,429.99	Losses.....	\$931,782.70
Liabilities, exclusive of capital and net surplus.....	\$1,355,812.57	Dividends.....	None
		Other expenditures.....	622,697.95
<i>Income</i>		Total expenditures, 1911.....	\$1,554,480.65
Premiums.....	1,608,623.13	<i>Fire Insurance Business, 1911</i>	
Other sources.....	67,973.06	Risks written.....	\$213,053,578.00
Total income, 1911.....	\$1,676,596.19	Premiums thereon.....	2,041,069.30
		Losses incurred.....	925,167.70
<i>Nevada Business</i>			
Risks written.....		\$151,124.00	
Premiums received.....		3,961.46	
Losses paid.....		1,027.72	
Losses incurred.....		2,872.72	

MUNICH REINSURANCE COMPANY

MUNICH, BAVARIA, GERMANY

Capital (deposited).....	\$305,000.00	<i>Expenditures</i>	
Assets.....	5,989,622.48	Losses.....	\$3,052,497.69
Liabilities, exclusive of capital and net surplus.....	4,243,836.92	Dividends.....	None
		Other expenditures.....	1,940,581.46
<i>Income</i>		Total expenditures, 1911.....	\$4,993,079.15
Premiums.....	\$5,004,871.20	<i>Fire Insurance Business, 1911</i>	
Other sources.....	234,678.63	Risks written.....	\$609,105,597.00
Total income, 1911.....	\$5,239,549.83	Premiums thereon.....	6,325,723.08
		Losses incurred.....	3,019,874.69
<i>Nevada Business</i>			
Risks written.....		None	
Premiums received.....		None	
Losses paid.....		None	
Losses incurred.....		None	

NATIONAL FIRE INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$1,000,000.00		
Assets	11,887,740.27		
Liabilities, exclusive of capital and net surplus	8,807,464.21		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$7,914,216.88	Losses	\$3,774,989.06
Other sources	495,806.96	Dividends	200,000.00
Total income, 1911	\$8,410,022.84	Other expenditures	3,395,999.87
		Total expenditures, 1911	\$7,370,988.93
		<i>Fire Insurance Business, 1911</i>	
		Risks written	\$1,240,139,341.00
		Premiums thereon	11,951,055.25
		Losses incurred	3,673,450.51

<i>Nevada Business</i>		
Risks written		\$525,395.00
Premiums received		7,268.22
Losses paid		519.75
Losses incurred		4,908.75

NEW YORK UNDERWRITERS AGENCY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00		
Assets	25,449,889.41		
Liabilities, exclusive of capital and net surplus	15,630,181.93		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$15,478,915.72	Losses	\$8,779,984.99
Other sources	1,016,664.71	Dividends	700,000.00
Total income, 1911	\$16,495,580.43	Other expenditures	5,972,457.26
		Total expenditures, 1911	\$15,452,442.25
		<i>Fire Insurance Business, 1911</i>	
		Risks written	\$1,731,642,818.00
		Premiums thereon	19,427,280.31
		Losses incurred	8,263,449.27

<i>Nevada Business</i>		
Risks written		\$357,875.00
Premiums received		7,158.29
Losses paid		49.28
Losses incurred		49.28

NEW ZEALAND INSURANCE COMPANY (Limited)

AUCKLAND, NEW ZEALAND

Capital (deposited)	\$200,000.00		
Assets	835,639.00		
Liabilities, exclusive of capital and net surplus	468,195.94		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$519,167.13	Losses	\$157,490.46
Other sources	92,212.01	Dividends	None
Total income, 1911	\$611,379.14	Other expenditures	420,134.72
		Total expenditures, 1911	\$577,625.18
		<i>Fire Insurance Business, 1911</i>	
		Risks written	\$39,185,879.00
		Premiums thereon	665,773.47
		Losses incurred	168,327.79

<i>Nevada Business</i>		
Risks written		\$249,770.00
Premiums received		4,379.01
Losses paid		103.95
Losses incurred		103.95

REPORT OF INSURANCE COMMISSIONER

NIAGARA FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$1,000,000.00	Losses	<i>Expenditures</i>	
Assets	6,736,192.25	Dividends		\$1,644,310.00
Liabilities, exclusive of capital and net surplus	3,260,993.07	Other expenditures		200,000.00
				1,257,238.43
	<i>Income</i>	Total expenditures, 1911		\$3,101,548.43
Premiums	\$3,173,392.74		<i>Fire Insurance Business, 1911</i>	
Other sources	287,824.38	Risks written		\$419,381,358.00
Total income, 1911	\$3,461,217.12	Premiums thereon		4,528,784.87
		Losses incurred		1,575,468.02

	<i>Nevada Business</i>	
Risks written		\$587,697.00
Premiums received		12,442.43
Losses paid		558.68
Losses incurred		2,438.68

NORTHERN INSURANCE COMPANY

MOSCOW, RUSSIA

Capital (deposited)	\$500,000.00	Losses	<i>Expenditures</i>	
Assets	589,623.52	Dividends		\$21,250.46
Liabilities, exclusive of capital and net surplus	94,468.87	Other expenditures		None
				44,441.24
	<i>Income</i>	Total expenditures, 1911		\$65,691.70
Premiums	\$131,619.71		<i>Fire Insurance Business, 1911</i>	
Other sources	6,754.02	Risks written		\$14,854,364.00
Total income, 1911	\$138,373.73	Premiums thereon		171,723.23
		Losses incurred		30,062.35

	<i>Nevada Business</i>	
Risks written		None
Premiums received		None
Losses paid		None
Losses incurred		None

NORTHERN ASSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$200,000.00	Losses	<i>Expenditures</i>	
Assets	5,303,005.74	Dividends		\$1,675,388.62
Liabilities, exclusive of capital and net surplus	3,238,219.47	Other expenditures		None
				1,721,394.55
	<i>Income</i>	Total expenditures, 1911		\$3,396,773.17
Premiums	\$2,938,859.47		<i>Fire Insurance Business, 1911</i>	
Other sources	525,639.64	Risks written		\$435,264,305.00
Total income, 1911	\$3,464,499.11	Premiums thereon		4,623,010.28
		Losses incurred		1,637,820.71

	<i>Nevada Business</i>	
Risks written		\$449,948.00
Premiums received		10,512.57
Losses paid		575.85
Losses incurred		None

ORIENT INSURANCE COMPANY

REPORT OF INSURANCE COMMISSIONER

PALATINE INSURANCE COMPANY

LONDON, ENGLAND

Capital (deposited)	None	<i>Expenditures</i>	
Assets	\$3,429,984.95	Losses	\$948,855.99
Liabilities, exclusive of capital and net surplus	1,905,785.44	Dividends	None
		Other expenditures	852,541.46
		Total expenditures, 1911	\$1,801,397.45
		<i>Fire Insurance Business, 1911</i>	
Premiums	\$1,728,389.13	Risks written	\$233,435,436.00
Other sources	129,662.27	Premiums thereon	2,610,440.40
Total income, 1911	\$1,858,051.40	Losses incurred	948,732.05

	<i>Nevada Business</i>	
Risks written		\$138,754.00
Premiums received		3,096.62
Losses paid		519.02
Losses incurred		519.02

PENNSYLVANIA FIRE INSURANCE COMPANY

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$750,000.00	<i>Expenditures</i>	
Assets	7,622,099.09	Losses	\$2,135,820.75
Liabilities, exclusive of capital and net surplus	4,631,820.85	Dividends	225,000.00
		Other expenditures	1,314,896.01
		Total expenditures, 1911	\$3,675,716.76
		<i>Fire Insurance Business, 1911</i>	
Premiums	\$3,437,278.25	Risks written	\$424,300,918.00
Other sources	292,399.20	Premiums thereon	4,510,882.54
Total income, 1911	\$3,729,677.45	Losses incurred	2,104,644.60

	<i>Nevada Business</i>	
Risks written		\$364,313.00
Premiums received		7,530.03
Losses paid		2,016.39
Losses incurred		4,710.57

PHILADELPHIA UNDERWRITERS

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$4,750,000.00	<i>Expenditures</i>	
Assets	25,897,596.99	Losses	\$7,479,057.15
Liabilities, exclusive of capital and net surplus	14,641,739.10	Dividends	780,000.00
		Other expenditures	5,231,495.87
		Total expenditures, 1911	\$13,490,553.02
		<i>Fire Insurance Business, 1911</i>	
Premiums	\$13,341,592.38	Risks written	\$1,093,119,683.00
Other sources	1,133,722.70	Premiums thereon	12,590,564.49
Total income, 1911	\$14,475,315.08	Losses incurred	5,921,360.52

	<i>Nevada Business</i>	
Risks written		\$147,696.00
Premiums received		3,897.90
Losses paid		1,017.42
Losses incurred		1,017.42

PHOENIX FIRE INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00		<i>Expenditures</i>	
Assets	11,404,634.19	Losses	\$2,730,715.27	
Liabilities, exclusive of capital and net surplus	5,702,914.85	Dividends	320,000.00	
		Other expenditures	2,632,060.86	
		Total expenditures, 1911	\$5,682,776.13	
			<i>Fire Insurance Business, 1911</i>	
Premiums	\$5,532,092.63	Risks written	\$902,310,998.00	
Other sources	906,398.93	Premiums thereon	7,484,452.37	
Total income, 1911	\$6,438,491.56	Losses incurred	2,773,699.30	

	<i>Nevada Business</i>	
Risks written	\$466,449.00	
Premiums received	10,247.84	
Losses paid	2,168.76	
Losses incurred	17,725.15	

PHOENIX ASSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$200,000.00		<i>Expenditures</i>	
Assets	3,772,690.06	Losses	\$1,472,592.09	
Liabilities, exclusive of capital and net surplus	2,365,711.48	Dividends	None	
		Other expenditures	1,026,634.79	
		Total expenditures, 1911	\$2,499,226.88	
			<i>Fire Insurance Business, 1911</i>	
Premiums	\$2,431,874.26	Risks written	\$388,692,695.00	
Other sources	164,952.68	Premiums thereon	3,866,733.90	
Total income, 1911	\$2,596,826.94	Losses incurred	1,460,132.28	

	<i>Nevada Business</i>	
Risks written	\$409,425.00	
Premiums received	9,118.00	
Losses paid	3,648.81	
Losses incurred	2,823.81	

PROVIDENCE WASHINGTON INSURANCE COMPANY

PROVIDENCE, RHODE ISLAND

Capital (paid up in cash)	\$750,000.00		<i>Expenditures</i>	
Assets	4,143,396.66	Losses	\$1,835,001.86	
Liabilities, exclusive of capital and net surplus	2,533,456.14	Dividends	75,000.00	
		Other expenditures	1,330,805.30	
		Total expenditures, 1911	\$3,240,807.16	
			<i>Fire Insurance Business, 1911</i>	
Premiums	\$2,991,803.75	Risks written	\$322,896,493.00	
Other sources	446,350.00	Premiums thereon	3,253,250.76	
Total income, 1911	\$3,437,153.75	Losses incurred	1,339,625.53	

	<i>Nevada Business</i>	
Risks written	\$68,550.00	
Premiums received	1,628.38	
Losses paid	1,116.09	
Losses incurred	1,114.34	

<i>Nevada Business</i>	
Risks written.....	\$1,856,818.00
Premiums received.....	41,729.25
Losses paid.....	13,196.28
Losses incurred.....	11,618.28

RUSSIAN REINSURANCE COMPANY

ST. PETERSBURG, RUSSIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	1,457,609.10	Losses	\$587,697.55
Liabilities, exclusive of capital and net surplus	864,476.96	Dividends	None
		Other expenditures	366,457.71
<i>Income</i>		Total expenditures, 1911	\$954,155.26
Premiums	\$1,062,412.61	<i>Fire Insurance Business, 1911</i>	
Other sources	50,630.43	Risks written	\$136,165,389.00
Total income, 1911	\$1,113,043.04	Premiums thereon	1,342,686.04
		Losses incurred	589,490.55
<i>Nevada Business</i>			
Risks written			\$157,510.00
Premiums received			3,585.67
Losses paid			2,245.94
Losses incurred			3,968.94

SALAMANDRA INSURANCE COMPANY

ST. PETERSBURG, RUSSIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	2,056,382.96	Losses	\$958,841.92
Liabilities, exclusive of capital and net surplus	1,459,018.79	Dividends	None
		Other expenditures	1,077,566.04
<i>Income</i>		Total expenditures, 1911	\$2,036,407.96
Premiums	\$1,855,801.39	<i>Fire Insurance Business, 1911</i>	
Other sources	201,002.49	Risks written	\$583,147,531.00
Total income, 1911	\$2,056,803.88	Premiums thereon	6,115,128.00
<i>Nevada Business</i>			
Risks written			\$162,956.00
Premiums received			2,780.02
Losses paid			800.39
Losses incurred			2,171.39

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

ST. PAUL, MINNESOTA

Capital (paid up in cash)	\$500,000.00	<i>Expenditures</i>	
Assets	8,032,864.69	Losses	\$2,782,664.54
Liabilities, exclusive of capital and net surplus	5,183,461.90	Dividends	80,000.00
		Other expenditures	2,082,498.41
<i>Income</i>		Total expenditures, 1911	\$4,925,157.95
Premiums	\$5,575,864.87	<i>Fire Insurance Business, 1911</i>	
Other sources	331,877.54	Risks written	\$414,355,853.00
Total income, 1911	\$5,907,742.41	Premiums thereon	5,513,848.90
		Losses incurred	2,169,682.48
<i>Nevada Business</i>			
Risks written			\$124,720.00
Premiums received			2,541.35
Losses paid			75.44
Losses incurred			75.44

SOVEREIGN FIRE ASSURANCE COMPANY
TORONTO, CANADA

Capital (deposited)	\$200,000.00		<i>Expenditures</i>	
Assets	598,997.68	Losses	\$252,639.16	
Liabilities, exclusive of capital and net surplus	318,816.63	Dividends	None	
		Other expenditures	348,426.07	
<i>Income</i>		Total expenditures, 1911	\$801,065.23	
Premiums	\$393,492.32			
Other sources	149,147.01	<i>Fire Insurance Business, 1911</i>		
Total income, 1911	\$542,639.16	Risks written	\$35,883,110.00	
		Premiums thereon	768,654.83	
		Losses incurred	296,906.70	

	<i>Nevada Business</i>	
Risks written	\$72,587.00	
Premiums received	2,340.44	
Losses paid	1,154.86	
Losses incurred	1,654.86	

SPRINGFIELD FIRE AND MARINE INSURANCE COMPANY
SPRINGFIELD, MASSACHUSETTS

Capital (paid up in cash)	\$2,000,000.00		<i>Expenditures</i>	
Assets	10,407,847.66	Losses	\$3,010,876.02	
Liabilities, exclusive of capital and net surplus	5,587,140.04	Dividends	200,000.00	
		Other expenditures	2,107,934.95	
<i>Income</i>		Total expenditures, 1911	\$5,318,810.97	
Premiums	\$5,244,628.40			
Other sources	426,920.38	<i>Fire Insurance Business, 1911</i>		
Total income, 1911	\$5,671,548.78	Risks written	\$607,823,011.00	
		Premiums thereon	7,141,174.76	
		Losses incurred	3,006,021.46	

	<i>Nevada Business</i>	
Risks written	\$789,322.40	
Premiums received	23,638.47	
Losses paid	5,868.12	
Losses incurred	5,088.82	

SUN INSURANCE COMPANY
NEW ORLEANS, LOUISIANA

Capital (paid up in cash)	\$500,000.00		<i>Expenditures</i>	
Assets	1,209,677.50	Losses	\$407,210.57	
Liabilities, exclusive of capital and net surplus	582,996.19	Dividends	25,240.00	
		Other expenditures	365,983.22	
<i>Income</i>		Total expenditures, 1911	\$798,433.79	
Premiums	\$634,507.24			
Other sources	165,468.09	<i>Fire Insurance Business, 1911</i>		
Total income, 1911	\$799,975.33	Risks written	\$61,946,237.00	
		Premiums thereon	907,082.21	
		Losses incurred	385,291.46	

	<i>Nevada Business</i>	
Risks written	\$70,817.00	
Premiums received	2,723.74	
Losses paid	3,987.00	
Losses incurred	4,487.00	

SWISS REINSURANCE COMPANY
ZURICH, SWITZERLAND

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	707,439.00	Losses	\$152,625.43
Liabilities, exclusive of capital and net surplus	426,705.43	Dividends	None
		Other expenditures	540,737.49
<i>Income</i>		Total expenditures, 1911	\$693,362.92
Premiums	\$655,154.28	<i>Fire Insurance Business, 1911</i>	
Other sources	173,724.42	Risks written	\$73,129,343.00
Total income, 1911	\$828,878.70	Premiums thereon	782,371.62
		Losses incurred	201,642.95

<i>Nevada Business</i>	
Risks written	\$67,900.00
Premiums received	1,573.00
Losses paid	None
Losses incurred	None

TEUTONIA INSURANCE COMPANY
NEW ORLEANS, LOUISIANA

Capital (paid up in cash)	\$250,000.00	<i>Expenditures</i>	
Assets	1,078,671.42	Losses	\$502,265.88
Liabilities, exclusive of capital and net surplus	663,517.92	Dividends	25,985.00
		Other expenditures	343,069.59
<i>Income</i>		Total expenditures, 1911	\$871,320.47
Premiums	\$372,297.85	<i>Fire Insurance Business, 1911</i>	
Other sources	38,564.49	Risks written	\$78,964,270.00
Total income, 1911	\$910,862.34	Premiums thereon	1,200,683.87
		Losses incurred	494,300.88

<i>Nevada Business</i>	
Risks written	\$94,743.00
Premiums received	2,169.44
Losses paid	1,894.19
Losses incurred	1,892.44

UNION ASSURANCE SOCIETY (Limited)
LONDON, ENGLAND

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	678,308.62	Losses	\$141,112.77
Liabilities, exclusive of capital and net surplus	331,436.27	Dividends	None
		Other expenditures	225,931.32
<i>Income</i>		Total expenditures, 1911	\$367,044.07
Premiums	\$324,448.35	<i>Fire Insurance Business, 1911</i>	
Other sources	23,930.67	Risks written	\$37,120,389.00
Total income, 1911	\$348,379.02	Premiums thereon	556,945.51
		Losses incurred	165,592.75

<i>Nevada Business</i>	
Risks written	\$469,465.00
Premiums received	6,775.33
Losses paid	933.23
Losses incurred	1,888.23

REPORT OF INSURANCE COMMISSIONER

UNION AND PHENIX ESPANOL INSURANCE COMPANY

MADRID, SPAIN

Capital (deposited)	\$300,000.00		
Assets	1,030,375.74	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	655,319.28	Losses	\$240,877.16
		Dividends	None
		Other expenditures	269,986.13
		Total expenditures, 1911	\$510,863.29
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$771,711.82	Risks written	\$94,793,978.00
Other sources	24,792.42	Premiums thereon	994,544.05
Total income, 1911	\$796,504.24	Losses incurred	\$22,553.56
		<i>Nevada Business</i>	
Risks written		\$174,973.00	
Premiums received		3,480.29	
Losses paid		35.00	
Losses incurred		1,635.00	

WARSAW FIRE INSURANCE COMPANY

WARSAW, RUSSIA

Capital (deposited)	None		
Assets	\$897,561.10	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	172,193.15	Losses	\$3,918.38
		Dividends	None
		Other expenditures	51,185.06
		Total expenditures, 1911	\$80,103.46
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$26,290.60	Risks written	\$14,485,093.00
Other sources	6,394.90	Premiums thereon	194,124.84
Total income, 1911	\$32,685.50	Losses incurred	22,797.88
		<i>Nevada Business</i>	
Risks written		\$17,750.00	
Premiums received		453.30	
Losses paid		None	
Losses incurred		1,600.00	

WESTCHESTER FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$300,000.00		
Assets	4,683,245.09	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	2,865,245.26	Losses	\$1,495,406.57
		Dividends	120,000.00
		Other expenditures	1,060,506.80
		Total expenditures, 1911	\$2,665,913.37
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums	\$2,642,510.88	Risks written	\$357,650,212.00
Other sources	211,980.60	Premiums thereon	3,882,573.07
Total income, 1911	\$2,854,491.38	Losses incurred	1,522,864.03
		<i>Nevada Business</i>	
Risks written		\$108,907.00	
Premiums received		2,292.15	
Losses paid		427.65	
Losses incurred		427.65	

WESTERN ASSURANCE COMPANY

TORONTO, CANADA

Capital(deposited).....	\$207,000.00	<i>Expenditures</i>	
Assets.....	2,436,861.31	Losses.....	\$819,072.57
Liabilities, exclusive of capital and net surplus.....	1,409,562.46	Dividends.....	None
		Other expenditures.....	688,981.30
		Total expenditures, 1911.....	\$1,508,053.87
<i>Income</i>		<i>Fire Insurance Business, 1911</i>	
Premiums.....	\$1,443,049.91	Risks written.....	\$215,507,392.00
Other sources.....	85,106.11	Premiums thereon.....	1,965,837.09
Total income, 1911.....	\$1,528,156.02	Losses incurred.....	704,268.43
<i>Nevada Business</i>			
Risks written.....		\$119,200.00	
Premiums received.....		2,619.55	
Losses paid.....		1,084.68	
Losses incurred.....		1,084.68	

SUMMARY OF NEVADA'S FIRE INSURANCE BUSINESS FOR 1911

Amount of risks written.....	\$28,049,775.00
Premiums received.....	549,816.66
Losses paid.....	166,625.70
Losses incurred.....	251,602.75

LIFE AND ACCIDENT INSURANCE COMPANIES

BANKERS RESERVE LIFE COMPANY

OMAHA, NEBRASKA

Capital (paid up in cash)	\$100,000.00		
Assets	3,147,871.84		
Liabilities, exclusive of capital and net surplus	2,491,998.70	<i>Expenditures</i>	
		Paid policy holders	\$185,062.55
		Dividends	10,000.00
		Other expenditures	432,439.57
		Total expenditures, 1911	\$627,502.12
<i>Income</i>			
Premiums	\$1,042,695.92		
Other sources	137,149.17		
Total income, 1911	\$1,179,845.09		

Nevada Business

Number of risks written	None
Amount of risks written	None
Premiums received	\$869.23
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1911	6
Amount of said policies	\$23,000.00

CAPITOL LIFE INSURANCE COMPANY

DENVER, COLORADO

Capital (paid up in cash)	\$100,000.00		
Assets	962,233.62		
Liabilities, exclusive of capital and net surplus	746,307.31	<i>Expenditures</i>	
		Paid policy holders	\$125,130.21
		Dividends	None
		Other expenditures	206,942.95
		Total expenditures, 1911	\$331,073.16
<i>Income</i>			
Premiums	\$412,073.51		
Other sources	55,723.76		
Total income, 1911	\$468,802.27		

Nevada Business

Number of risks written	3
Amount of risks written	\$4,000.00
Premiums received	\$2,129.00
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1911	14
Amount of said policies	\$45,457.00

COLUMBIAN NATIONAL LIFE INSURANCE COMPANY

BOSTON, MASSACHUSETTS

Capital (paid up in cash)	\$1,000,000.00		
Assets	7,447,585.33		
Liabilities, exclusive of capital and net surplus	5,991,667.79	<i>Expenditures</i>	
		Paid policy holders	\$519,590.55
		Dividends	70,000.00
		Other expenditures	904,255.45
		Total expenditures, 1911	\$1,493,846.00
<i>Incomes</i>			
Premiums	\$1,549,113.69		
Other sources	1,863,192.84		
Total income, 1911	\$3,212,306.53		

Nevada Business

Number of risks written	73
Amount of risks written	\$191,000.00
Premiums received	\$5,068.90
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1911	86
Amount of said policies	\$211,500.00

CONTINENTAL LIFE INSURANCE AND INVESTMENT COMPANY

SALT LAKE CITY, UTAH

Capital (paid up in cash)	\$208,875.00		
Assets	893,899.42		
Liabilities, exclusive of capital and net surplus	642,097.93	<i>Expenditures</i>	
		Paid policy holders	\$61,253.21
		Dividends	14,621.25
		Other expenditures	156,526.28
<i>Income</i>		Total expenditures, 1911	\$232,400.74
Premiums	\$281,356.21		
Other sources	54,555.96		
Total income, 1911	\$335,912.16		

Nevada Business

Number of risks written	37
Amount of risks written	\$64,000.00
Premiums received	\$2,680.29
Losses paid	\$125.00
Losses incurred	\$125.00
Number of policies in force December 31, 1911	44
Amount of said policies	\$79,437.50

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$100,000.00		
Assets	508,867,097.17		
Liabilities, exclusive of capital and net surplus	432,188,506.66	<i>Expenditures</i>	
		Paid policy holders	\$54,921,800.90
		Dividends	7,000.00
		Other expenditures	11,806,689.08
<i>Income</i>		Total expenditures, 1911	\$66,734,989.98
Premiums	\$52,852,149.01		
Other sources	23,752,125.06		
Total income, 1911	\$76,634,274.09		

Nevada Business

NOTE—Owing to fire, loss of records prevents a full report.

Number of risks written	See note
Amount of risks written	See note
Premiums received	\$39,410.80
Losses paid	\$12,383.80
Losses incurred	\$21,383.80
Number of policies in force December 31, 1911	See note
Amount of said policies	See note

HOME LIFE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$125,000.00		
Assets	28,377,420.19		
Liabilities, exclusive of capital and net surplus	24,388,926.46	<i>Expenditures</i>	
		Paid policy holders	\$2,809,865.02
		Dividends	15,000.00
		Other expenditures	1,017,092.83
<i>Income</i>		Total expenditures, 1911	\$3,841,957.85
Premiums	\$3,187,281.68		
Other sources	1,971,780.02		
Total income, 1911	\$5,159,061.70		

Nevada Business

Number of risks written	1
Amount of risks written	\$4,663.72
Premiums received	\$6,282.40
Losses paid	\$4,663.72
Losses incurred	\$4,663.72
Number of policies in force December 31, 1911	92
Amount of said policies	\$161,488.00

REPORT OF INSURANCE COMMISSIONER
INTERNATIONAL LIFE INSURANCE COMPANY
SAINT LOUIS, MISSOURI

Capital (paid up in cash)	\$620,350.00		
Assets	1,255,110.61		
Liabilities, exclusive of capital and net surplus	425,203.99	<i>Expenditures</i>	
		Paid policy holders	\$84,115.27
		Dividends	None
		Other expenditures	361,033.37
		Total expenditures, 1911	\$445,148.64
<i>Income</i>			
Premiums	\$516,343.41		
Other sources	96,439.23		
Total income, 1911	\$612,782.69		

<i>Nevada Business</i>			
Number of risks written		4	
Amount of risks written	\$17,500.00		
Premiums received	None given		
Losses paid	None		
Losses incurred	None		
Number of policies in force December 31, 1911	8		
Amount of said policies	\$24,500.00		

MANHATTAN LIFE INSURANCE COMPANY
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$100,000.00		
Assets	21,982,853.54		
Liabilities, exclusive of capital and net surplus	21,394,639.51	<i>Expenditures</i>	
		Paid policy holders	\$2,187,362.68
		Dividends	16,000.00
		Other expenditures	727,743.50
		Total expenditures, 1911	\$2,931,106.18
<i>Income</i>			
Premiums	\$2,209,918.08		
Other sources	1,130,107.67		
Total income, 1911	\$3,340,025.75		

<i>Nevada Business</i>			
Number of risks written		4	
Amount of risks written	\$10,400.00		
Premiums received	\$3,230.23		
Losses paid	None		
Losses incurred	None		
Number of policies in force December 31, 1911	59		
Amount of said policies	\$95,905.00		

MISSOURI STATE LIFE INSURANCE COMPANY
SAINT LOUIS, MISSOURI

Capital (paid up in cash)	\$300,000.00		
Assets	3,085,122.30		
Liabilities, exclusive of capital and net surplus	2,495,610.49	<i>Expenditures</i>	
		Paid policy holders	\$352,082.69
		Dividends	30,000.00
		Other expenditures	417,667.69
		Total expenditures, 1911	\$799,750.38
<i>Income</i>			
Premiums	\$1,058,309.53		
Other sources	211,531.53		
Total income, 1911	\$1,270,141.06		

<i>Nevada Business</i>			
Number of risks written		84	
Amount of risks written	\$161,500.00		
Premiums received	\$5,730.27		
Losses paid	None		
Losses incurred	None		
Number of policies in force December 31, 1911	80		
Amount of said policies	\$155,000.00		

MUTUAL BENEFIT LIFE INSURANCE COMPANY

NEWARK, NEW JERSEY

Capital	Mutual		
Assets	\$147,292,307.49		
Liabilities, exclusive of capital and net surplus	140,922,200.01	<i>Expenditures</i>	
		Paid policy holders	\$14,320,822.34
		Dividends	None
		Other expenditures	4,284,732.02
		Total expenditures, 1911	\$18,605,554.36
	<i>Income</i>		
Premiums	\$20,923,279.01		
Other sources	6,943,006.66		
Total income, 1911	\$27,866,285.67		

Nevada Business

Number of risks written	1
Amount of risks written	\$1,332.00
Premiums received	\$4,820.97
Losses paid	\$568.00
Losses incurred	None
Number of policies in force December 31, 1911	65
Amount of said policies	\$192,638.00

MUTUAL LIFE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital	Mutual		
Assets	\$587,130,263.06		
Liabilities, exclusive of capital and net surplus	499,955,131.38	<i>Expenditures</i>	
		Paid policy holders	\$57,062,588.83
		Dividends	None
		Other expenditures	11,338,548.30
		Total expenditures, 1911	\$68,388,137.13
	<i>Income</i>		
Premiums	\$55,042,998.98		
Other sources	29,870,852.27		
Total income, 1911	\$84,913,851.25		

Nevada Business

Number of risks written	137
Amount of risks written	\$407,468.00
Premiums received	\$85,615.14
Losses paid	\$50,431.00
Losses incurred	\$37,863.00
Number of policies in force December 31, 1911	1,173
Amount of said policies	\$2,466,033.00

NATIONAL LIFE INSURANCE COMPANY OF THE UNITED STATES OF AMERICA

CHICAGO, ILLINOIS.

Capital (paid up in cash)	\$500,000.00		
Assets	9,616,335.75		
Liabilities, exclusive of capital and net surplus	8,832,009.77	<i>Expenditures</i>	
		Paid policy holders	\$2,116,493.38
		Dividends	50,000.00
		Other expenditures	646,885.68
		Total expenditures, 1911	\$2,813,379.06
	<i>Income</i>		
Premiums	\$1,868,922.53		
Other sources	527,883.21		
Total income, 1911	\$2,396,805.74		

Nevada Business

Number of risks written	None
Amount of risks written	None
Premiums received	\$104.64
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1911	4
Amount of said policies	\$6,000.00

REPORT OF INSURANCE COMMISSIONER

NEW YORK LIFE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital	Mutual		
Assets	\$684,684,686.50		
Liabilities, exclusive of capital and net surplus	682,541,242.50		
		<i>Expenditures</i>	
	<i>Income</i>	Paid policy holders	\$30,476,975.21
Premiums	\$83,254,524.75	Dividends	None
Other sources	30,192,321.68	Other expenditures	86,466,709.97
Total income, 1911	\$113,446,846.43	Total expenditures, 1911	\$86,943,685.18

	<i>Nevada Business</i>	
Number of risks written	505	
Amount of risks written	\$1,055,064.00	
Premiums received	\$231,967.86	
Losses paid	\$58,823.21	
Losses incurred	\$52,546.61	
Number of policies in force December 31, 1911	2,509	
Amount of said policies	\$6,119,880.00	

OCCIDENTAL LIFE INSURANCE COMPANY

LOS ANGELES, CALIFORNIA

Capital (paid up in cash)	\$250,000.00		
Assets	631,482.89		
Liabilities, exclusive of capital and net surplus	349,396.16		
		<i>Expenditures</i>	
	<i>Income</i>	Paid policy holders	\$20,299.33
Premiums	\$229,884.58	Dividends	None
Other sources	245,082.89	Other expenditures	\$78,671.24
Total income, 1911	\$474,967.47	Total expenditures, 1911	\$398,970.57

	<i>Nevada Business</i>	
Number of risks written	111	
Amount of risks written	\$191,815.00	
Premiums received	\$7,322.05	
Losses paid	\$1,000.00	
Losses incurred	\$1,000.00	
Number of policies in force December 31, 1911	146	
Amount of said policies	\$280,575.00	

PACIFIC MUTUAL LIFE INSURANCE COMPANY

LOS ANGELES, CALIFORNIA

Capital (paid up in cash)	\$1,000,000.00		
Assets	22,498,186.98		
Liabilities, exclusive of capital and net surplus	20,766,436.77		
		<i>Expenditures</i>	
	<i>Income</i>	Paid policy holders	\$1,187,678.48
Premiums	\$4,622,889.80	Dividends	None
Other sources	1,196,507.83	Other expenditures	1,520,590.56
Total income, 1911	\$5,819,397.63	Total expenditures, 1911	\$3,408,269.04

	<i>Nevada Business</i>	
Number of risks written	28	
Amount of risks written	\$47,018.00	
Premiums received	\$19,475.89	
Losses paid	\$525.00	
Losses incurred	\$525.00	
Number of policies in force December 31, 1911	262	
Amount of said policies	\$587,484.00	

PENN MUTUAL LIFE INSURANCE COMPANY
PHILADELPHIA, PENNSYLVANIA

Capital	Mutual		
Assets	\$126,487,065.51		
Liabilities, exclusive of capital and net surplus	121,494,023.86	<i>Expenditures</i>	
		Paid policy holders	\$12,680,364.32
		Dividends	None
		Other expenditures	4,281,283.76
		Total expenditures, 1911	\$16,961,648.07
Premiums	\$19,636,494.76		
Other sources	6,301,232.36		
Total income, 1911	\$25,937,787.12		

Nevada Business

Number of risks written	115
Amount of risks written	\$307,000.00
Premiums received	\$30,094.59
Losses paid	\$18,000.00
Losses incurred	\$8,000.00
Number of policies in force December 31, 1911	408
Amount of said policies	\$1,036,518.00

PITTSBURG LIFE AND TRUST COMPANY
PITTSBURG, PENNSYLVANIA

Capital (paid up in cash)	\$1,000,000.00		
Assets	24,045,822.28		
Liabilities, exclusive of capital and net surplus	21,742,051.12	<i>Expenditures</i>	
		Paid policy holders	\$2,866,552.07
		Dividends	100,000.00
		Other expenditures	758,267.02
		Total expenditures, 1911	\$3,724,819.09
Premiums	\$2,723,255.57		
Other sources	1,249,306.10		
Total income, 1911	\$3,972,563.67		

Nevada Business

Number of risks written	16
Amount of risks written	\$40,500.00
Premiums received	\$3,007.27
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1911	59
Amount of said policies	\$108,614.00

RELIANCE LIFE INSURANCE COMPANY
PITTSBURG, PENNSYLVANIA

Capital (paid up in cash)	\$1,000,000.00		
Assets	3,174,314.60		
Liabilities, exclusive of capital and net surplus	1,899,072.12	<i>Expenditures</i>	
		Paid policy holders	\$73,504.14
		Dividends	None
		Other expenditures	913,419.83
		Total expenditures, 1911	\$986,923.97
Premiums	\$1,057,361.99		
Other sources	124,446.78		
Total income, 1911	\$1,181,808.77		

Nevada Business
None

REPORT OF INSURANCE COMMISSIONER
SAN FRANCISCO LIFE INSURANCE COMPANY
 SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$250,000.00		
Assets	527,557.58		
Liabilities, exclusive of capital and net surplus	64,975.22	<i>Expenditures</i>	
		Paid policy holders	\$567.51
		Dividends	None
		Other expenditures	70,993.56
		Total expenditures, 1911	\$71,561.07
<i>Income</i>			
Premiums	\$69,142.10		
Other sources	212,896.56		
Total income, 1911	\$282,040.65		

Nevada Business
 None

STATE LIFE INSURANCE COMPANY
 INDIANAPOLIS, INDIANA

Capital	Mutual	<i>Expenditures</i>	
		Paid policy holders	\$446,485.15
		Dividends	None
		Other expenditures	1,281,964.59
		Total expenditures, 1911	\$1,728,449.74
<i>Income</i>			
Premiums	\$2,342,899.59		
Other sources	561,300.55		
Total income, 1911	\$2,904,200.14		

Nevada Business

Number of risks written	5
Amount of risks written	\$30,000.00
Premiums received	\$6,355.65
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1911	49
Amount of said policies	\$254,500.00

TRAVELERS INSURANCE COMPANY
 HARTFORD, CONNECTICUT

Capital	Mutual	<i>Expenditures</i>	
Assets	\$63,029,979.31		
Liabilities, exclusive of capital and net surplus	57,898,534.70	Paid policy holders	\$3,565,321.56
		Dividends	250,000.00
		Other expenditures	3,348,706.68
		Total expenditures, 1911	\$7,164,028.24
<i>Income</i>			
Premiums	\$7,774,311.04		
Other sources	3,570,879.83		
Total income, 1911	\$11,345,190.87		

Nevada Business

Number of risks written	1
Amount of risks written	\$1,000.00
Premiums received	\$1,069.94
Losses paid	\$538.00
Losses incurred	\$538.00
Number of policies in force December 31, 1911	31
Amount of said policies	\$80,182.00

37

PORTLAND, MAINE

Nevada Business

Number of risks written	20
Amount of risks written	\$39,641.46
Premiums received	\$7,646.78
Losses paid	\$12,026.67
Losses incurred	\$14,077.79
Number of policies in force December 31, 1911	110
Amount of said policies	\$214,396.48

Number of risks written.....	1,158
Amount of risks written.....	\$2,587,807.18
Premiums received.....	\$463,042.81
Losses paid.....	\$142,884.40
Losses incurred.....	\$140,712.92
Number of policies in force December 31, 1911.....	5,223
Amount of said policies.....	\$12,145,514.98

CASUALTY AND SURETY COMPANIES

AMERICAN BONDING COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash)	\$750,000.00		
Assets	2,733,476.81		
Liabilities, exclusive of capital and net surplus	1,273,897.43		
	<i>Income</i>	<i>Expenditures</i>	
Premiums	\$1,437,082.26	Losses	\$355,275.74
Other sources	110,452.13	Dividends	120,000.00
		Other expenditures	899,866.69
Total income, 1911	\$1,547,494.39	Total expenditures, 1911	\$1,375,142.43

<i>Nevada Business</i>	PREMIUMS	LOSSES
Burglary and theft	\$32.31	None
Fidelity and surety	80.00	None
Totals	\$112.31	None

AMERICAN SURETY COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$2,500,000.00		
Assets	8,392,631.83		
Liabilities, exclusive of capital and net surplus	2,318,126.36		
	<i>Income</i>	<i>Expenditures</i>	
Premiums	\$2,499,657.89	Losses	\$634,679.07
Other sources	522,986.43	Dividends	375,000.00
		Other expenditures	1,847,905.08
Total income, 1911	\$3,022,654.32	Total expenditures, 1911	\$2,857,484.10

<i>Nevada Business</i>	PREMIUMS	LOSSES
Fidelity	\$209.72	None
Surety	213.38	None
Totals	\$423.10	None

CONTINENTAL CASUALTY COMPANY

HAMMOND, INDIANA

Capital (paid up in cash)	\$300,000.00		
Assets	2,068,338.02		
Liabilities, exclusive of capital and net surplus	1,315,236.72		
	<i>Income</i>	<i>Expenditures</i>	
Premiums	\$2,927,094.69	Losses	\$1,249,091.23
Other sources	64,987.18	Dividends	60,000.00
		Other expenditures	1,693,073.10
Total income, 1911	\$2,992,081.87	Total expenditures, 1911	\$3,002,164.33

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$19,688.69	\$3,247.39
Health	7,578.65	787.34
Totals	\$27,267.34	\$4,034.73

EMPLOYERS' LIABILITY ASSURANCE CORPORATION (Limited)
LONDON, ENGLAND

Capital (deposited)	\$200,000.00		
Assets	6,027,661.57		
Liabilities, exclusive of capital and net surplus	4,269,398.99		
		Expenditures	
		Losses	\$2,122,110.00
		Dividends	None
		Other expenditures	2,709,772.38
		Total expenditures, 1911	\$4,831,882.38
Premiums	\$4,960,738.52		
Other sources	218,871.08		
Total income, 1911	\$5,179,609.55		

<i>Nevada Business</i>		
	PREMIUMS	LOSSES
Accident	\$222.50	None
Automobile property damage	38.00	None
Health	40.00	None
Liability	3,966.63	\$550.00
Totals	\$4,267.13	\$550.00

FIDELITY AND CASUALTY COMPANY
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$1,000,000.00		
Assets	10,482,662.48		
Liabilities, exclusive of capital and net surplus	7,557,225.49		
		Expenditures	
		Losses	\$3,114,794.82
		Dividends	190,000.00
		Other expenditures	4,644,275.71
		Total expenditures, 1911	\$7,949,070.53
Premiums	\$8,170,752.10		
Other sources	450,380.55		
Total income, 1911	\$8,621,132.65		

<i>Nevada Business</i>		
	PREMIUMS	LOSSES
Accident	\$300.50	None
Burglary and theft	110.00	None
Health	227.50	None
Totals	\$638.00	None

FIDELITY AND DEPOSIT COMPANY
BALTIMORE, MARYLAND

Capital (paid up in cash)	\$2,000,000.00		
Assets	8,082,863.54		
Liabilities, exclusive of capital and net surplus	3,500,595.51		
		Expenditures	
		Losses	\$776,720.21
		Dividends	320,000.00
		Other expenditures	2,254,385.69
		Total expenditures, 1911	\$3,351,105.90
Premiums	\$3,916,724.88		
Other sources	831,452.88		
Total income, 1911	\$4,748,177.76		

<i>Nevada Business</i>		
	PREMIUMS	LOSSES
Fidelity and surety	\$791.21	None

REPORT OF INSURANCE COMMISSIONER
GUARDIAN CASUALTY AND GUARANTY COMPANY
SALT LAKE CITY, UTAH

Capital (paid up in cash)	\$214,000.00		
Assets	502,920.21		
Liabilities, exclusive of capital and net surplus	116,880.10	<i>Expenditures</i>	
		Losses	\$106,464.83
		Dividends	28,795.00
		Other expenditures	80,376.57
		Total expenditures, 1911	\$213,636.40
<i>Income</i>			
Premiums	\$163,442.70		
Other sources	28,759.96		
Total income, 1911	\$192,202.66		

<i>Nevada Business</i>		PREMIUMS	LOSSES
Liability		\$7,661.37	\$958.50
Workmen's collective		14.27	354.60
Totals		\$7,675.64	\$1,313.10

HARTFORD STEAM BOILER INSPECTION AND INSURANCE COMPANY
HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$1,000,000.00		
Assets	5,045,874.60		
Liabilities, exclusive of capital and net surplus	2,244,573.06	<i>Expenditures</i>	
		Losses	\$175,534.18
		Dividends	120,000.00
		Other expenditures	1,166,063.07
		Total expenditures, 1911	\$1,461,597.25
<i>Income</i>			
Premiums	\$1,362,683.18		
Other sources	262,725.80		
Total income, 1911	\$1,625,408.98		

<i>Nevada Business</i>		PREMIUMS	LOSSES
Steam boiler		\$300.00	None

LLOYDS PLATE GLASS INSURANCE COMPANY
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$250,000.00		
Assets	910,604.00		
Liabilities, exclusive of capital and net surplus	420,176.07	<i>Expenditures</i>	
		Losses	\$245,967.97
		Dividends	50,000.00
		Other expenditures	516,705.72
		Total expenditures, 1911	\$812,673.79
<i>Income</i>			
Premiums	\$665,843.43		
Other sources	124,943.72		
Total income, 1911	\$790,787.15		

<i>Nevada Business</i>		PREMIUMS	LOSSES
Plate glass		\$856.41	\$13.20

MARYLAND CASUALTY COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash).....	\$1,000,000.00		
Assets.....	6,319,753.80		
Liabilities, exclusive of capital and net surplus.....	4,043,115.80		
		<i>Expenditures</i>	
		Losses.....	\$1,889,261.53
		Dividends.....	175,000.00
		Other expenditures.....	2,630,704.54
		Total expenditures, 1911.....	\$4,694,966.07
	<i>Income</i>		
Premiums.....	\$5,081,810.03		
Other sources.....	278,511.74		
Total income, 1911.....	\$5,310,321.77		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident.....	\$381.48	\$819.92
Burglary and theft.....	130.43	None
Health.....	79.52	None
Liability.....	21,236.64	16,220.45
Physician's defense.....	72.30	None
Plate glass.....	80.51	22.50
Sprinkler.....	107.85	None
Steam boiler.....	423.85	None
Totals.....	\$22,512.68	\$17,062.89

MASSACHUSETTS BONDING AND INSURANCE COMPANY

BOSTON, MASSACHUSETTS

Capital (paid up in cash).....	\$1,000,000.00		
Assets.....	2,209,060.27		
Liabilities, exclusive of capital and net surplus.....	629,482.41		
		<i>Expenditures</i>	
		Losses.....	\$130,200.08
		Dividends.....	52,500.00
		Other expenditures.....	491,936.39
		Total expenditures, 1911.....	\$674,636.47
	<i>Income</i>		
Premiums.....	\$819,154.28		
Other sources.....	294,504.83		
Total income, 1911.....	\$1,113,659.11		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Fidelity.....	\$57.69	None
Surety.....	14.00	None
Totals.....	\$71.69	None

NATIONAL SURETY COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash).....	\$1,500,000.00		
Assets.....	5,968,581.06		
Liabilities, exclusive of capital and net surplus.....	2,980,899.88		
		<i>Expenditures</i>	
		Losses.....	\$888,480.78
		Dividends.....	149,953.00
		Other expenditures.....	1,732,461.31
		Total expenditures, 1911.....	\$2,770,885.09
	<i>Income</i>		
Premiums.....	\$3,408,968.39		
Other sources.....	199,721.23		
Total income, 1911.....	\$3,608,689.62		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Burglary and theft.....	\$136.00	None
Fidelity.....	1,441.93	\$10,978.54
Surety.....	1,933.25	None
Totals.....	\$3,511.18	\$10,978.54

REPORT OF INSURANCE COMMISSIONER

NEW AMSTERDAM CASUALTY COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$314,400.00		
Assets	1,139,419.03		
Liabilities, exclusive of capital and net surplus	753,067.04	<i>Expenditures</i>	
		Losses	\$454,183.94
		Dividends	25,152.00
		Other expenditures	526,650.85
		Total expenditures, 1911	\$1,005,991.79
<i>Income</i>			
Premiums	\$392,029.47		
Other sources	41,110.54		
Total income, 1911	\$1,083,140.01		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$85.50	None
Burglary and theft	10.00	None
Health	20.00	None
Liability	54.75	\$590.96
Plate glass	.90	None
Totals	\$171.15	\$590.96

NORTH AMERICAN ACCIDENT INSURANCE COMPANY

CHICAGO, ILLINOIS

Capital (paid up in cash)	\$200,000.00		
Assets	725,315.98		
Liabilities, exclusive of capital and net surplus	279,516.96	<i>Expenditures</i>	
		Losses	\$400,576.69
		Dividends	30,000.00
		Other expenditures	917,161.68
		Total expenditures, 1911	\$1,347,738.37
<i>Income</i>			
Premiums	\$1,064,208.09		
Other sources	287,838.27		
Total income, 1911	\$1,352,046.36		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$3,830.66	\$1,243.70

PACIFIC COAST CASUALTY COMPANY

SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$400,000.00		
Assets	1,231,513.10		
Liabilities, exclusive of capital and net surplus	608,923.33	<i>Expenditures</i>	
		Losses	\$230,329.61
		Dividends	32,000.00
		Other expenditures	456,948.11
		Total expenditures, 1911	\$719,277.72
<i>Income</i>			
Premiums	\$786,759.20		
Other sources	47,223.15		
Total income, 1911	\$833,982.35		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Health	\$836.15	\$127.50
Surety	10.00	None
Totals	\$846.15	\$127.50

REPORT OF INSURANCE COMMISSIONER

43

PACIFIC MUTUAL LIFE INSURANCE COMPANY (Accident)

LOS ANGELES, CALIFORNIA

Capital (paid up in cash)	\$1,000,000.00		
Assets	870,100.93		
Liabilities, exclusive of capital and net surplus	804,600.93		
		<i>Expenditures</i>	
		Losses	\$623,502.68
		Dividends	80,000.00
		Other expenditures	842,744.10
		Total expenditures, 1911	\$1,546,246.78
Premiums	\$1,486,211.71		
Other sources	110,474.78		
Total income, 1911	\$1,596,686.49		

<i>Nevada Business</i>		PREMIUMS	LOSSES
Accident		\$7,916.68	\$848.17
Health		780.46	672.80
Totals		\$8,697.04	\$1,420.97

SOUTHWESTERN SURETY INSURANCE COMPANY

DURANT, OKLAHOMA

Capital (paid up in cash)	\$523,705.00		
Assets	1,146,445.29		
Liabilities, exclusive of capital and net surplus	186,161.65		
		<i>Expenditures</i>	
		Losses	\$23,726.24
		Dividends	None
		Other expenditures	132,683.32
		Total expenditures, 1911	\$156,409.56
Premiums	\$215,851.74		
Other sources	49,765.72		
Total income, 1911	\$265,617.46		

<i>Nevada Business</i>		PREMIUMS	LOSSES
Fidelity		\$10.00	None
Liability		150.00	None
Surety		62.50	None
Totals		\$222.50	None

STANDARD ACCIDENT INSURANCE COMPANY

DETROIT, MICHIGAN

Capital (paid up in cash)	\$500,000.00		
Assets	4,080,455.03		
Liabilities, exclusive of capital and net surplus	2,129,876.74		
		<i>Expenditures</i>	
		Losses	\$1,182,221.94
		Dividends	70,000.00
		Other expenditures	1,430,108.59
		Total expenditures, 1911	\$2,682,330.53
Premiums	\$2,713,649.97		
Other sources	200,076.56		
Total income, 1911	\$2,913,726.53		

<i>Nevada Business</i>		PREMIUMS	LOSSES
Accident		\$155.52	None
Health		54.48	None
Totals		\$210.00	None

REPORT OF INSURANCE COMMISSIONER

TITLE GUARANTY AND SURETY COMPANY

SCRANTON, PENNSYLVANIA

Capital	\$712,820.00		
Assets	2,071,541.63		
Liabilities, exclusive of capital and net surplus	882,847.39	<i>Expenditures</i>	
		Losses	\$399,265.80
		Dividends	25,000.00
		Other expenditures	861,643.10
Premiums	\$988,300.79	Total expenditures, 1911	\$1,285,908.90
Other sources	664,649.97		
Total income, 1911	\$1,552,941.76		

	<i>Nevada Business</i>	PREMIUMS	LOSSES
Surety		\$375.25	None

TRAVELERS INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,500,000.00		
Assets	16,894,223.86		
Liabilities, exclusive of capital and net surplus	9,982,417.93	<i>Expenditures</i>	
		Losses	\$4,989,750.64
		Dividends	375,000.00
		Other expenditures	5,817,220.02
Premiums	\$10,693,816.93	Total expenditures, 1911	\$11,181,970.66
Other sources	697,653.07		
Total income, 1911	\$11,391,470.00		

	<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident		\$417.25	None

UNITED STATES FIDELITY AND GUARANTY COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash)	\$2,000,000.00		
Assets	6,798,261.71		
Liabilities, exclusive of capital and net surplus	3,775,972.45	<i>Expenditures</i>	
		Losses	\$1,418,408.17
		Dividends	100,000.00
		Other expenditures	2,672,188.10
Premiums	\$4,738,987.39	Total expenditures, 1911	\$4,250,541.27
Other sources	271,647.19		
Total income, 1911	\$5,010,634.58		

	<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident		\$325.00	None
Burglary and theft		991.64	None
Fidelity and surety		4,664.68	\$7,049.27
Health		1,778.90	10,040.71
Plate glass		87.00	None
Totals		\$7,847.22	\$17,089.98

**SUMMARY OF NEVADA'S CASUALTY AND SURETY BUSINESS
FOR 1911**

	PREMIUMS	LOSSES
Accident.....	\$33,323.68	\$6,159.18
Automobile property damage.....	38.00	None
Burglary and theft.....	1,410.38	None
Fidelity.....	7,255.13	18,027.81
Health.....	9,616.76	1,487.64
Liability.....	34,848.29	28,350.62
Physician's defense.....	72.30	None
Plate glass.....	1,024.82	35.70
Sprinkler.....	107.85	None
Steam boiler.....	723.85	None
Surety.....	2,608.38	None
Workmen's collective.....	14.27	354.60
Totals	\$91,043.71	\$54,415.55

LOAN AND SAVINGS COMPANIES

WESTERN LOAN AND SAVINGS COMPANY SALT LAKE CITY, UTAH

Authorized capital.....	\$5,000,000.00	Receipts for 1911.....	\$711,563.50
Assets	1,256,175.13		
Liabilities, not including surplus.....	1,188,508.96	Disbursements for 1911.....	\$606,892.27

0



STATE OF NEVADA

ANNUAL REPORT

OF THE

Insurance Commissioner

1912

J. EGGERS

Insurance Commissioner



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT

1913



REPORT OF INSURANCE COMMISSIONER

To His Excellency the Governor:

The following statement of the business transacted by fire, life, accident, casualty, and surety insurance companies for the year ending December 31, 1912, is respectfully submitted.

J. EGGERS,

State Controller and ex officio Insurance Commissioner.

FIRE INSURANCE COMPANIES

AACHEN AND MUNICH FIRE INSURANCE COMPANY AIX-LA-CHAPELLE, GERMANY

Capital (deposited)	\$200,000.00		
Assets	2,540,241.90	Losses	\$581,651.09
Liabilities, exclusive of capital and net surplus	1,301,429.20	Dividends	None
		Other expenditures	610,889.44
		Total expenditures, 1912	\$1,192,540.53
			<i>Fire Insurance Business, 1912</i>
<i>Income</i>		Risks written	\$174,637,215.00
Premiums	\$1,190,458.92	Premiums thereon	1,769,969.10
Other sources	96,647.80	Losses incurred	589,731.44
Total income, 1912	\$1,296,106.72		

Nevada Business

Risks written	\$41,390.00
Premiums received	1,130.96
Losses paid	None
Losses incurred	None

ÆTNA INSURANCE COMPANY HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$5,000,000.00		
Assets	23,061,531.36	Losses	\$4,977,974.59
Liabilities, exclusive of capital and net surplus	9,813,138.86	Dividends	800,000.00
		Other expenditures	3,619,713.43
		Total expenditures, 1912	\$9,397,688.02
			<i>Fire Insurance Business, 1912</i>
<i>Income</i>		Risks written	\$919,866,362.00
Premiums	\$9,574,430.79	Premiums thereon	10,897,136.61
Other sources	990,036.67	Losses incurred	4,274,418.26
Total income, 1912	\$10,564,466.46		

Nevada Business

Risks written	\$545,628.00
Premiums received	13,947.08
Losses paid	4,468.60
Losses incurred	5,468.60

AGRICULTURAL FIRE INSURANCE COMPANY WATERTOWN, NEW YORK

Capital (paid up in cash)	\$500,000.00		
Assets	4,189,617.18	Losses	\$829,702.72
Liabilities, exclusive of capital and net surplus	2,209,611.93	Dividends	75,000.00
		Other expenditures	784,885.90
		Total expenditures, 1912	\$1,689,588.62
			<i>Fire Insurance Business, 1912</i>
<i>Income</i>		Risks written	\$255,455,800.00
Premiums	\$1,697,349.43	Premiums thereon	2,633,554.65
Other sources	185,526.74	Losses incurred	828,255.00
Total income, 1912	\$1,882,876.17		

Nevada Business

Risks written	\$145,900.00
Premiums received	3,584.34
Losses paid	584.24
Losses incurred	207.01

REPORT OF INSURANCE COMMISSIONER

ALLIANCE INSURANCE COMPANY

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$750,000.00	<i>Expenditures</i>	
Assets	2,285,234.35	Losses	\$448,076.72
Liabilities, exclusive of capital and net surplus	854,203.05	Dividends	60,000.00
		Other expenditures	333,406.50
		Total expenditures, 1912	\$881,483.22
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,086,443.73	Risks written	\$86,898,501.00
Other sources	74,125.63	Premiums thereon	1,019,441.28
Total income, 1912	\$1,110,569.36	Losses incurred	367,135.25

Nevada Business

Risks written	\$84,065.00
Premiums received	1,982.67
Losses paid	502.09
Losses incurred	502.09

AMERICAN CENTRAL INSURANCE COMPANY

SAINT LOUIS, MISSOURI

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	5,549,279.19	Losses	\$1,896,604.77
Liabilities, exclusive of capital and net surplus	\$3,137,052.92	Dividends	240,000.00
		Other expenditures	1,299,083.26
		Total expenditures, 1912	\$3,225,688.02
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$3,071,569.83	Risks written	\$406,344,478.00
Other sources	228,140.76	Premiums thereon	4,719,757.75
Total income, 1912	\$3,299,710.59	Losses incurred	1,734,554.39

Nevada Business

Risks written	\$77,651.00
Premiums received	1,982.21
Losses paid	640.40
Losses incurred	13.69

ATLAS INSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$300,000.00	<i>Expenditures</i>	
Assets	2,909,278.80	Losses	\$875,478.81
Liabilities, exclusive of capital and net surplus	1,859,926.39	Dividends	None
		Other expenditures	669,636.02
		Total expenditures, 1912	\$1,545,114.83
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,675,714.86	Risks written	\$246,170,270.00
Other sources	88,236.39	Premiums thereon	2,589,696.03
Total income, 1912	\$1,763,951.25	Losses incurred	856,350.43

Nevada Business

Risks written	\$507,143.00
Premiums received	10,928.79
Losses paid	97.66
Losses incurred	97.66

REPORT OF INSURANCE COMMISSIONER

7

BALKAN NATIONAL INSURANCE COMPANY

SOFIA, BULGARIA

Capital (deposited)	\$500,000.00		
Assets	1,494,232.18		
Liabilities, exclusive of capital and net surplus	1,069,800.50		
		<i>Expenditures</i>	
		Losses	\$713,780.89
		Dividends	None
		Other expenditures	476,475.45
		Total expenditures, 1912	\$1,190,256.34
			<i>Fire Insurance Business, 1912</i>
Premiums	\$1,354,910.64	Risks written	\$181,724,987.00
Other sources	132,010.28	Premiums thereon	1,799,149.70
Total income, 1912	\$1,486,920.92	Losses incurred	887,499.89

Nevada Business

Risks written	\$56,098.00
Premiums received	865.48
Losses paid	826.53
Losses incurred	998.53

CALEDONIAN INSURANCE COMPANY

EDINBURGH, SCOTLAND

Capital (deposited)	\$325,000.00		
Assets	2,207,228.91		
Liabilities, exclusive of capital and net surplus	1,688,215.34		
		<i>Expenditures</i>	
		Losses	\$835,066.11
		Dividends	None
		Other expenditures	638,188.57
		Total expenditures, 1912	\$1,473,254.68
			<i>Fire Insurance Business, 1912</i>
Premiums	\$1,427,290.70	Risks written	\$196,804,808.00
Other sources	104,858.24	Premiums thereon	2,161,768.18
Total income, 1912	\$1,532,148.94	Losses incurred	816,520.54

Nevada Business

Risks written	\$105,550.00
Premiums received	2,246.99
Losses paid	1,737.81
Losses incurred	1,737.81

CALIFORNIA INSURANCE COMPANY

SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$400,000.00		
Assets	1,268,299.71		
Liabilities, exclusive of capital and net surplus	568,007.39		
		<i>Expenditures</i>	
		Losses	\$315,918.77
		Dividends	60,000.00
		Other expenditures	241,266.35
		Total expenditures, 1912	\$617,184.12
			<i>Fire Insurance Business, 1912</i>
Premiums	\$493,909.00	Risks written	\$78,558,113.00
Other sources	79,612.50	Premiums thereon	1,107,896.25
Total income, 1912	\$573,521.50	Losses incurred	294,925.84

Nevada Business

Risks written	\$265,200.00
Premiums received	5,680.99
Losses paid	533.51
Losses incurred	533.51

SAINT LOUIS, MISSOURI

<i>Nevada Business</i>	
Risks written	\$225,401.00
Premiums received	4,752.23
Losses paid	1,339.52
Losses incurred	1,339.52

LONDON, ENGLAND

<i>Nevada Business</i>	
Risks written	\$144,217.00
Premiums received	2,958.37
Losses paid	4,927.53
Losses incurred	4,927.53

HARTFORD, CONNECTICUT

<i>Nevada Business</i>	
Risks written.....	\$401,632.00
Premiums received.....	7,913.85
Losses paid.....	4,946.85
Losses incurred.....	4,946.85

CONTINENTAL FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$2,000,000.00		<i>Expenditures</i>	
Assets	27,070,081.28		Losses	\$3,861,017.51
Liabilities, exclusive of capital and net surplus	10,680,040.08		Dividends	1,000,000.00
			Other expenditures	8,708,175.00
			Total expenditures, 1912	\$8,564,192.51
<i>Income</i>			<i>Fire Insurance Business, 1912</i>	
Premiums	\$7,989,372.52		Risks written	\$1,080,611,173.00
Other sources	2,002,846.33		Premiums thereon	10,366,023.54
Total income, 1912	\$9,991,718.85		Losses incurred	3,876,831.84

Nevada Business

Risks written	\$324,062.00
Premiums received	5,304.40
Losses paid	2,127.30
Losses incurred	2,127.30

DELAWARE UNDERWRITERS OF THE WESTCHESTER FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$300,000.00		<i>Expenditures</i>	
Assets	5,368,271.38		Losses	\$1,557,831.94
Liabilities, exclusive of capital and net surplus	3,647,355.66		Dividends	120,000.00
			Other expenditures	1,149,723.42
			Total expenditures, 1912	\$2,827,555.36
<i>Income</i>			<i>Fire Insurance Business, 1912</i>	
Premiums	\$3,361,539.57		Risks written	\$484,541,328.00
Other sources	247,464.06		Premiums thereon	4,780,069.81
Total income, 1912	\$3,609,003.63		Losses incurred	1,611,328.64

Nevada Business

Risks written	\$6,700.00
Premiums received	149.76
Losses paid	None
Losses incurred	None

DETROIT FIRE AND MARINE INSURANCE COMPANY

DETROIT, MICHIGAN

Capital (paid up in cash)	\$500,000.00		<i>Expenditures</i>	
Assets	2,194,259.14		Losses	\$339,051.65
Liabilities, exclusive of capital and net surplus	644,726.39		Dividends	60,000.00
			Other expenditures	279,618.19
			Total expenditures, 1912	\$678,669.84
<i>Income</i>			<i>Fire Insurance Business, 1912</i>	
Premiums	\$658,072.26		Risks written	\$79,640,574.00
Other sources	98,667.98		Premiums thereon	910,963.84
Total income, 1912	\$756,740.24		Losses incurred	329,503.74

Nevada Business

Risks written	\$36,629.00
Premiums received	643.95
Losses paid	666.13
Losses incurred	666.13

FIRE REASSURANCE COMPANY

PARIS, FRANCE

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	1,202,444.15	Losses	\$341,125.46
Liabilities, exclusive of capital and net surplus	654,644.32	Dividends	None
		Other expenditures	309,487.58
		Total expenditures, 1912	\$650,613.04
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,054,968.86	Risks written	\$118,072,372.00
Other sources	29,077.94	Premiums thereon	1,269,054.61
Total income, 1912	\$1,084,046.80	Losses incurred	414,618.46

Nevada Business

Risks written	\$45,900.00
Premiums received	1,074.01
Losses paid	20.47
Losses incurred	20.47

FIRST BULGARIAN INSURANCE COMPANY

RUSTCHUK, BULGARIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	974,444.82	Losses	\$104,983.36
Liabilities, exclusive of capital and net surplus	500,308.36	Dividends	None
		Other expenditures	391,976.87
		Total expenditures, 1912	\$496,960.23
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$712,922.16	Risks written	\$75,192,071.00
Other sources	755,629.13	Premiums thereon	831,674.92
Total income, 1912	\$1,468,551.28	Losses incurred	206,426.36

Nevada Business

Risks written	\$21,429.00
Premiums received	404.32
Losses paid	34.99
Losses incurred	50.00

FIRST RUSSIAN INSURANCE COMPANY

ST. PETERSBURG, RUSSIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	1,347,931.03	Losses	\$586,112.84
Liabilities, exclusive of capital and net surplus	723,818.03	Dividends	None
		Other expenditures	363,559.24
		Total expenditures, 1912	\$948,672.08
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,137,637.03	Risks written	\$154,543,472.00
Other sources	45,091.36	Premiums thereon	1,492,789.12
Total income, 1912	\$1,182,728.39	Losses incurred	602,654.87

Nevada Business

Risks written	\$93,644.00
Premiums received	2,733.61
Losses paid	5,697.47
Losses incurred	5,697.47

REPORT OF INSURANCE COMMISSIONER

FRANKONA REINSURANCE COMPANY

FRANKFORT-ON-THE-MAIN, GERMANY

Capital (deposited)	\$200,000.00		<i>Expenditures</i>	
Assets	583,666.39	Losses	\$98,639.38	
Liabilities, exclusive of capital and net surplus	210,979.55	Dividends	None	
		Other expenditures	119,392.28	
		Total expenditures, 1912	\$218,031.66	
			<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$26,758,850.00	
Premiums	\$235,519.07	Premiums thereon	294,178.90	
Other sources	41,829.09	Losses incurred	88,965.48	
Total income, 1912	\$277,348.16			

Nevada Business

Risks written	\$26,454.00
Premiums received	606.42
Losses paid	21.67
Losses incurred	21.67

GERMAN ALLIANCE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$400,000.00		<i>Expenditures</i>	
Assets	1,866,561.89	Losses	\$356,389.61	
Liabilities, exclusive of capital and net surplus	624,288.33	Dividends	600,000.00	
		Other expenditures	193,594.22	
		Total expenditures, 1912	\$609,983.83	
			<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$318,117,512.00	
Premiums	\$610,086.60	Premiums thereon	3,321,584.52	
Other sources	76,020.02	Losses incurred	359,695.65	
Total income, 1912	\$686,106.62			

Nevada Business

Risks written	\$234,915.00
Premiums received	4,557.80
Losses paid	2,895.17
Losses incurred	828.17

GERMAN AMERICAN INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$2,000,000.00		<i>Expenditures</i>	
Assets	21,611,994.32	Losses	\$4,676,485.53	
Liabilities, exclusive of capital and net surplus	10,035,596.14	Dividends	600,000.00	
		Other expenditures	4,824,979.88	
		Total expenditures, 1912	\$10,101,465.41	
			<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$1,419,993,069.00	
Premiums	\$8,269,077.17	Premiums thereon	14,096,453.94	
Other sources	2,748,668.86	Losses incurred	4,618,237.89	
Total income, 1912	\$11,017,746.05			

Nevada Business

Risks written	\$465,874.00
Premiums received	9,845.72
Losses paid	6,541.69
Losses incurred	6,512.96

GLOBE AND RUTGERS FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$400,000.00		
Assets	7,249,407.71		
Liabilities, exclusive of capital and net surplus	3,649,682.83		
	<u>Income</u>		
Premiums	\$3,806,953.93		
Other sources	297,016.18		
Total income, 1912	\$4,103,970.11		
		<i>Expenditures</i>	
		Losses	\$2,063,600.08
		Dividends	180,000.00
		Other expenditures	1,060,988.33
		Total expenditures, 1912	\$3,274,588.36
		<i>Fire Insurance Business, 1912</i>	
		Risks written	\$473,916,992.00
		Premiums thereon	5,650,020.10
		Losses incurred	2,251,383.03

Nevada Business

Risks written	\$383,599.00
Premiums received	3,410.32
Losses paid	5,208.30
Losses incurred	1,029.54

HARTFORD FIRE INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00		
Assets	26,482,318.21		
Liabilities, exclusive of capital and net surplus	15,978,625.99		
	<u>Income</u>		
Premiums	\$15,443,140.52		
Other sources	1,196,898.83		
Total income, 1912	\$16,640,039.35		
		<i>Expenditures</i>	
		Losses	\$3,511,525.66
		Dividends	700,000.00
		Other expenditures	5,996,808.47
		Total expenditures, 1912	\$15,208,329.13
		<i>Fire Insurance Business, 1912</i>	
		Risks written	\$1,774,917,946.00
		Premiums thereon	19,593,630.85
		Losses incurred	8,224,361.94

Nevada Business

Risks written	\$1,805,292.00
Premiums received	36,629.39
Losses paid	None
Losses incurred	None

HOME INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$3,000,000.00		
Assets	33,406,434.60		
Liabilities, exclusive of capital and net surplus	16,064,679.32		
	<u>Income</u>		
Premiums	\$12,950,774.40		
Other sources	1,430,960.30		
Total income, 1912	\$14,381,734.70		
		<i>Expenditures</i>	
		Losses	\$6,588,823.57
		Dividends	1,060,000.00
		Other expenditures	5,113,552.93
		Total expenditures, 1912	\$12,752,376.50
		<i>Fire Insurance Business, 1912</i>	
		Risks written	\$2,027,945,515.00
		Premiums thereon	18,527,889.71
		Losses incurred	6,697,513.76

Nevada Business

Risks written	\$320,783.00
Premiums received	15,911.40
Losses paid	28,084.97
Losses incurred	15,371.70

REPORT OF INSURANCE COMMISSIONER

INSURANCE COMPANY OF NORTH AMERICA

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$4,000,000.00		
Assets	17,850,890.17	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	9,850,890.17	Losses	\$3,608,938.97
		Dividends	490,000.00
		Other expenditures	4,869,470.91
		Total expenditures, 1912	\$8,968,409.88
		<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$739,372,379.00
Premiums	\$6,264,919.44	Premiums thereon	8,542,684.81
Other sources	3,726,387.74	Losses incurred	3,600,938.97
Total income, 1912	\$9,991,307.18		

Nevada Business

Risks written	\$323,616.00
Premiums received	7,231.83
Losses paid	7,607.23
Losses incurred	4,969.92

INTERNATIONAL INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$200,000.00		
Assets	2,766,281.70	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	3,036,564.59	Losses	\$1,775,046.17
		Dividends	20,000.00
		Other expenditures	1,305,803.23
		Total expenditures, 1912	\$3,100,849.40
		<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$474,575,868.00
Premiums	\$3,895,288.73	Premiums thereon	5,000,700.40
Other sources	223,668.89	Losses incurred	1,880,404.93
Total income, 1912	\$4,118,957.62		

Nevada Business

Risks written	\$272,665.00
Premiums received	5,081.86
Losses paid	4,714.22
Losses incurred	3,608.62

JAKOR INSURANCE COMPANY

MOSCOW, RUSSIA

Capital (deposited)	\$200,000.00		
Assets	2,499,135.72	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	1,994,083.49	Losses	\$1,201,167.51
		Dividends	None
		Other expenditures	869,820.83
		Total expenditures, 1912	\$2,060,988.34
		<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$560,554,181.00
Premiums	\$2,559,275.85	Premiums thereon	5,833,599.10
Other sources	75,599.76	Losses incurred	1,273,072.78
Total income, 1912	\$2,634,875.61		

Nevada Business

Risks written	\$189,215.00
Premiums received	10,371.77
Losses paid	3,023.08
Losses incurred	1,672.08

REPORT OF INSURANCE COMMISSIONER

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY

LIVERPOOL, ENGLAND.

Capital (deposited)	\$200,000.00		
Assets	4,696,802.48	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	3,081,864.78	Losses	\$1,201,989.58
		Dividends	None
		Other expenditures	1,077,332.90
		Total expenditures, 1912	\$2,279,372.48
			<i>Fire Insurance Business, 1912</i>
<i>Income</i>		Risks written	\$422,699,847.00
Premiums	\$2,651,996.27	Premiums thereon	4,123,163.29
Other sources	163,182.84	Losses incurred	1,189,581.99
Total income, 1912	\$2,815,179.11		

Nevada Business

Risks written	\$316,299.00
Premiums received	6,044.70
Losses paid	3,002.17
Losses incurred	3,232.17

MANCHESTER ASSURANCE COMPANY

LONDON, ENGLAND

Capital			
Assets	\$2,909,278.80	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	1,869,926.39	Losses	\$876,478.81
		Dividends	None
		Other expenditures	669,636.02
		Total expenditures, 1912	\$1,545,114.83
			<i>Fire Insurance Business, 1912</i>
<i>Income</i>		Risks written	\$246,170,270.00
Premiums	\$1,675,714.86	Premiums thereon	2,589,698.03
Other sources	88,236.39	Losses incurred	856,350.43
Total income, 1912	\$1,763,951.25		

Nevada Business

Risks written	\$54,415.00
Premiums received	1,168.60
Losses paid	624.60
Losses incurred	749.60

MICHIGAN FIRE AND MARINE INSURANCE COMPANY

DETROIT, MICHIGAN

Capital (paid up in cash)	\$400,000.00		
Assets	1,486,891.67	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	733,272.45	Losses	\$371,532.01
		Dividends	40,000.00
		Other expenditures	310,132.93
		Total expenditures, 1912	\$721,664.94
			<i>Fire Insurance Business, 1912</i>
<i>Income</i>		Risks written	\$86,201,426.00
Premiums	\$691,921.68	Premiums thereon	1,070,512.59
Other sources	53,901.63	Losses incurred	367,493.69
Total income, 1912	\$745,823.31		

Nevada Business

Risks written	\$134,274.00
Premiums received	3,654.96
Losses paid	3,819.20
Losses incurred	1,729.83

MOSCOW FIRE INSURANCE COMPANY

MOSCOW, RUSSIA

Capital (deposited)	\$305,000.00	<i>Expenditures</i>	
Assets	1,970,908.89	Losses	\$970,067.19
Liabilities, exclusive of capital and net surplus	1,360,781.17	Dividends	None
		Other expenditures	522,991.01
<i>Income</i>		Total expenditures, 1912	\$1,493,048.20
Premiums	\$1,588,166.81	<i>Fire Insurance Business, 1912</i>	
Other sources	70,231.42	Risks written	\$221,869,486.00
Total income, 1912	\$1,658,398.23	Premiums thereon	2,086,753.25
		Losses incurred	950,494.19

Nevada Business

Risks written	\$174,209.00
Premiums received	4,819.74
Losses paid	13,050.48
Losses incurred	11,230.48

MUNICH REINSURANCE COMPANY

MUNICH, GERMANY

Capital (deposited)	\$305,000.00	<i>Expenditures</i>	
Assets	6,371,348.89	Losses	\$3,157,621.14
Liabilities, exclusive of capital and net surplus	4,677,942.72	Dividends	None
		Other expenditures	1,991,817.61
<i>Income</i>		Total expenditures, 1912	\$5,149,438.75
Premiums	\$5,340,490.70	<i>Fire Insurance Business, 1912</i>	
Other sources	249,348.46	Risks written	\$609,800,448.00
Total income, 1912	\$5,589,839.16	Premiums thereon	6,633,606.66
		Losses incurred	3,205,182.14

Nevada Business

Risks written	\$210,425.00
Premiums received	3,106.21
Losses paid	8,412.82
Losses incurred	8,413.82

NATIONAL FIRE INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	14,982,672.91	Losses	\$3,897,970.74
Liabilities, exclusive of capital and net surplus	9,085,468.17	Dividends	255,442.12
		Other expenditures	3,266,013.25
<i>Income</i>		Total expenditures, 1912	\$7,419,426.11
Premiums	\$7,809,925.42	<i>Fire Insurance Business, 1912</i>	
Other sources	1,875,624.18	Risks written	\$1,236,658,365.00
Total income, 1912	\$9,685,549.60	Premiums thereon	12,222,388.47
		Losses incurred	3,939,668.11

Nevada Business

Risks written	\$1,191,055.00
Premiums received	14,882.76
Losses paid	7,174.73
Losses incurred	3,574.73

REPORT OF INSURANCE COMMISSIONER

NEWARK FIRE INSURANCE COMPANY

NEWARK, NEW JERSEY

Capital (paid up in cash)	\$500,000.00		
Assets	1,918,742.17	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	689,892.36	Losses	\$325,918.49
		Dividends	52,481.80
		Other expenditures	349,763.81
		Total expenditures, 1912	\$728,104.10
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$685,370.19	Risks written	\$94,816,641.00
Other sources	573,630.19	Premiums thereon	1,007,418.80
Total income, 1912	\$1,259,000.38	Losses incurred	340,584.82

Nevada Business

Risks written	\$21,100.00
Premiums received	684.29
Losses paid	None
Losses incurred	None

NEW YORK UNDERWRITERS AGENCY HARTFORD FIRE
INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00		
Assets	26,482,318.21	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	15,978,625.99	Losses	\$3,511,525.66
		Dividends	700,000.00
		Other expenditures	5,996,803.47
		Total expenditures, 1912	\$15,206,329.13
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$15,443,140.52	Risks written	\$1,774,917,946.00
Other sources	1,196,896.83	Premiums thereon	19,583,630.85
Total income, 1912	\$16,640,039.35	Losses incurred	8,224,361.94

Nevada Business

Risks written	\$1,806,292.00
Premiums received	36,629.39
Losses paid	20,617.16
Losses incurred	21,617.16

NEW ZEALAND INSURANCE COMPANY (Limited)

AUCKLAND, NEW ZEALAND

Capital (deposited)	\$200,000.00		
Assets	822,914.06	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	459,462.00	Losses	\$145,862.47
		Dividends	None
		Other expenditures	386,491.53
		Total expenditures, 1912	\$532,354.00
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$506,057.92	Risks written	\$39,299,572.00
Other sources	81,700.86	Premiums thereon	653,708.32
Total income, 1912	\$587,758.77	Losses incurred	143,484.78

Nevada Business

Risks written	\$275,519.00
Premiums received	5,009.65
Losses paid	612.92
Losses incurred	612.92

19

NEW YORK CITY, NEW YORK

Nevada Business

NORTHERN INSURANCE COMPANY

MOSCOW, RUSSIA

Nevada Business

NORTHERN ASSURANCE COMPANY (Limited)

LONDON, ENGLAND

Nevada Business

Risks written	\$250,844.00
Premiums received	7,039.92
Losses paid	3,625.32
Losses incurred	5,125.32

REPORT OF INSURANCE COMMISSIONER

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

LONDON AND EDINBURGH, GREAT BRITAIN

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	8,998,918.35	Losses	\$2,651,208.30
Liabilities, exclusive of capital and net surplus	5,256,217.05	Dividends	None
		Other expenditures	2,024,927.89
		Total expenditures, 1912	\$4,676,131.19
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$4,875,055.28	Risks written	\$374,888,964.00
Other sources	329,687.32	Premiums thereon	7,401,627.71
Total income, 1912	\$5,204,722.60	Losses incurred	2,612,890.12

Nevada Business

Risks written	\$532,289.00
Premiums received	12,642.40
Losses paid	6,724.50
Losses incurred	6,724.50

NORWICH UNION FIRE INSURANCE SOCIETY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	2,775,468.50	Losses	\$906,614.19
Liabilities, exclusive of capital and net surplus	1,834,838.25	Dividends	None
		Other expenditures	866,613.28
		Total expenditures, 1912	\$1,773,227.47
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,737,842.37	Risks written	\$258,887,922.00
Other sources	102,716.91	Premiums thereon	2,662,425.26
Total income, 1912	\$1,840,559.28	Losses incurred	896,440.50

Nevada Business

Risks written	\$232,859.00
Premiums received	5,450.75
Losses paid	3,256.01
Losses incurred	3,256.01

ORIENT INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$500,000.00	<i>Expenditures</i>	
Assets	3,497,028.69	Losses	\$724,104.88
Liabilities, exclusive of capital and net surplus	1,679,746.24	Dividends	100,000.00
		Other expenditures	640,943.08
		Total expenditures, 1912	\$1,465,047.96
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,472,808.66	Risks written	\$217,000,038.00
Other sources	133,491.84	Premiums thereon	2,236,333.96
Total income, 1912	\$1,606,300.50	Losses incurred	725,344.19

Nevada Business

Risks written	\$94,073.00
Premiums received	2,098.97
Losses paid	258.51
Losses incurred	258.51

PALATINE INSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$318,000.00		
Assets	3,250,576.54		
Liabilities, exclusive of capital and net surplus	2,000,005.26		
		<i>Expenditures</i>	
		Losses	\$947,431.87
		Dividends	None
		Other expenditures	1,134,444.17
		Total expenditures, 1912	\$2,081,876.04
			<i>Fire Insurance Business, 1912</i>
		Risks written	\$250,528,193.00
		Premiums thereon	2,758,044.07
		Losses incurred	956,513.12
	<i>Income</i>		
Premiums	\$1,825,111.06		
Other sources	124,915.84		
Total income, 1912	\$1,950,026.70		

Nevada Business

Risks written	\$189,444.00
Premiums received	4,126.37
Losses paid	6,398.48
Losses incurred	6,398.48

PENNSYLVANIA FIRE INSURANCE COMPANY

PHILADELPHIA, PENNSYLVANIA

Capital (paid up in cash)	\$750,000.00		
Assets	7,855,611.29		
Liabilities, exclusive of capital and net surplus	4,772,913.99		
		<i>Expenditures</i>	
		Losses	\$1,991,832.13
		Dividends	225,000.00
		Other expenditures	1,324,210.78
		Total expenditures, 1912	\$3,541,042.91
			<i>Fire Insurance Business, 1912</i>
		Risks written	\$453,795,333.00
		Premiums thereon	4,644,627.36
		Losses incurred	1,959,203.70
	<i>Income</i>		
Premiums	\$3,877,127.98		
Other sources	312,392.03		
Total income, 1912	\$3,689,520.01		

Nevada Business

Risks written	\$431,944.00
Premiums received	8,680.25
Losses paid	5,340.65
Losses incurred	2,804.78

PHOENIX FIRE INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,000,000.00		
Assets	11,806,049.41		
Liabilities, exclusive of capital and net surplus	5,650,958.61		
		<i>Expenditures</i>	
		Losses	\$2,738,007.24
		Dividends	320,000.00
		Other expenditures	2,127,001.83
		Total expenditures, 1912	\$5,185,009.07
			<i>Fire Insurance Business, 1912</i>
		Risks written	\$319,894,990.00
		Premiums thereon	7,288,083.68
		Losses incurred	2,562,905.53
	<i>Income</i>		
Premiums	\$5,176,471.41		
Other sources	507,344.31		
Total income, 1912	\$5,684,315.72		

Nevada Business

Risks written	\$260,189.00
Premiums received	5,996.22
Losses paid	13,541.63
Losses incurred	4,343.88

REPORT OF INSURANCE COMMISSIONER

PHENIX ASSURANCE COMPANY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$200,000.00		
Assets	3,872,788.91	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	2,414,286.96	Losses	\$1,318,910.35
		Dividends	None
		Other expenditures	1,111,014.93
		Total expenditures, 1912	\$2,429,925.28
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$2,369,172.76	Risks written	\$399,841,180.00
Other sources	176,711.09	Premiums thereon	3,863,369.58
Total income, 1912	\$2,545,883.85	Losses incurred	1,326,794.57

Nevada Business

Risks written	\$284,750.00
Premiums received	6,112.96
Losses paid	776.30
Losses incurred	2,450.30

PROVIDENCE WASHINGTON INSURANCE COMPANY

PROVIDENCE, RHODE ISLAND

Capital (paid up in cash)	\$1,000,000.00		
Assets	4,776,286.40	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	2,726,842.82	Losses	\$1,830,386.82
		Dividends	75,000.00
		Other expenditures	1,194,416.31
		Total expenditures, 1912	\$3,099,803.13
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$3,221,668.68	Risks written	\$346,827,425.00
Other sources	477,136.44	Premiums thereon	3,588,841.28
Total income, 1912	\$3,698,804.97	Losses incurred	1,308,064.77

Nevada Business

Risks written	\$57,625.00
Premiums received	1,447.99
Losses paid	16.25
Losses incurred	16.25

QUEEN INSURANCE COMPANY OF AMERICA

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$1,000,000.00		
Assets	9,994,450.01	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	5,093,904.03	Losses	\$2,545,080.56
		Dividends	300,000.00
		Other expenditures	2,000,009.48
		Total expenditures, 1912	\$4,845,710.04
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$5,009,026.09	Risks written	\$532,871,425.00
Other sources	379,721.74	Premiums thereon	6,055,268.36
Total income, 1912	\$5,388,747.83	Losses incurred	2,302,634.48

Nevada Business

Risks written	\$811,286.00
Premiums received	20,080.23
Losses paid	3,671.80
Losses incurred	2,621.80

REPORT OF INSURANCE COMMISSIONER

SALAMANDRA INSURANCE COMPANY

ST. PETERSBURG, RUSSIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	2,918,168.27	Losses	\$1,217,981.63
Liabilities, exclusive of capital and net surplus	2,297,521.56	Dividends	None
		Other expenditures	1,060,618.55
		Total expenditures, 1912	\$2,278,600.18
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$2,253,797.13	Risks written	\$797,963,591.00
Other sources	534,727.78	Premiums thereon	8,054,476.68
Total income, 1912	\$2,788,524.91	Losses incurred	1,392,811.94

Nevada Business

Risks written	\$199,217.00
Premiums received	4,909.28
Losses paid	3,028.09
Losses incurred	1,672.09

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

ST. PAUL, MINNESOTA

Capital (paid up in cash)	\$500,000.00	<i>Expenditures</i>	
Assets	8,785,318.85	Losses	\$3,291,281.17
Liabilities, exclusive of capital and net surplus	5,433,948.08	Dividends	100,000.00
		Other expenditures	2,166,782.10
		Total expenditures, 1912	\$5,558,063.27
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$5,973,180.64	Risks written	\$438,850,543.00
Other sources	890,927.88	Premiums thereon	5,833,303.43
Total income, 1912	\$6,864,108.52	Losses incurred	2,556,531.95

Nevada Business

Risks written	\$110,504.00
Premiums received	2,585.44
Losses paid	4,717.62
Losses incurred	4,717.62

SCOTTISH UNION AND NATIONAL FIRE INSURANCE COMPANY

EDINBURGH, SCOTLAND

Capital (deposited)	\$300,000.00	<i>Expenditures</i>	
Assets	5,595,684.06	Losses	\$1,123,346.62
Liabilities, exclusive of capital and net surplus	2,328,218.54	Dividends	None
		Other expenditures	893,588.32
		Total expenditures, 1912	\$2,016,734.94
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$2,136,944.89	Risks written	\$395,149,597.00
Other sources	232,644.07	Premiums thereon	3,729,205.91
Total income, 1912	\$2,369,588.96	Losses incurred	1,062,536.34

Nevada Business

Risks written	\$223,347.00
Premiums received	5,319.21
Losses paid	1,688.40
Losses incurred	1,643.40

SKANDIA INSURANCE COMPANY

STOCKHOLM, SWEDEN

Capital (deposited)	\$330,000.00	<i>Expenditures</i>	
Assets	1,488,617.81	Losses	\$677,087.68
Liabilities, exclusive of capital and net surplus	1,123,265.73	Dividends	None
		Other expenditures	502,908.24
		Total expenditures, 1912	\$1,179,996.90
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$1,168,127.89	Risks written	\$138,551,976.00
Other sources	58,890.42	Premiums thereon	1,625,506.68
Total income, 1912	\$1,222,017.81	Losses incurred	641,406.44

Nevada Business

Risks written	\$172,992.00
Premiums received	8,808.71
Losses paid	790.46
Losses incurred	790.46

SOUTH GERMAN REINSURANCE COMPANY

MUNICH, BAVARIA

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	981,606.38	Losses	\$279,649.87
Liabilities, exclusive of capital and net surplus	473,616.34	Dividends	None
		Other expenditures	244,466.65
		Total expenditures, 1912	\$524,106.52
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$706,060.12	Risks written	\$76,399,730.00
Other sources	70,711.69	Premiums thereon	835,597.62
Total income, 1912	\$776,761.81	Losses incurred	306,862.19

Nevada Business

Risks written	\$55,531.00
Premiums received	1,116.30
Losses paid	1,169.58
Losses incurred	124.90

SPRINGFIELD FIRE AND MARINE INSURANCE COMPANY

SPRINGFIELD, MASSACHUSETTS

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	11,056,692.66	Losses	\$2,894,270.60
Liabilities, exclusive of capital and net surplus	5,790,638.96	Dividends	200,000.00
		Other expenditures	2,232,393.80
		Total expenditures, 1912	\$5,326,664.40
<i>Income</i>		<i>Fire Insurance Business, 1912</i>	
Premiums	\$5,456,781.18	Risks written	\$655,413,176.00
Other sources	506,247.60	Premiums thereon	7,550,569.79
Total income, 1912	\$5,961,978.98	Losses incurred	2,912,288.78

Nevada Business

Risks written	\$578,876.00
Premiums received	17,411.26
Losses paid	9,769.78
Losses incurred	9,764.15

REPORT OF INSURANCE COMMISSIONER

SUN INSURANCE OFFICE

LONDON, ENGLAND

Capital (deposited)	\$200,000.00		
Assets	4,622,987.14	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	3,379,987.01	Losses	\$1,456,217.96
		Dividends	None
		Other expenditures	1,514,426.40
		Total expenditures, 1912	\$2,970,644.38
		<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$392,078,904.00
Premiums	\$2,822,595.73	Premiums thereon	4,278,809.83
Other sources	238,151.49	Losses incurred	1,482,452.23
Total income, 1912	\$3,060,747.22		

Nevada Business

Risks written	\$446,196.00
Premiums received	10,731.23
Losses paid	6,491.70
Losses incurred	2,312.94

SVEA FIRE AND LIFE INSURANCE COMPANY (Limited)

GOTHENBURG, SWEDEN

Capital (deposited)	\$200,000.00		
Assets	1,385,269.66	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	768,665.02	Losses	\$405,730.21
		Dividends	None
		Other expenditures	330,064.60
		Total expenditures, 1912	\$735,794.81
		<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$58,697,644.00
Premiums	\$736,043.69	Premiums thereon	1,055,232.49
Other sources	49,662.58	Losses incurred	411,631.62
Total income, 1912	\$785,706.27		

Nevada Business

Risks written	\$222,961.00
Premiums received	5,649.44
Losses paid	2,369.32
Losses incurred	2,369.32

SWISS NATIONAL INSURANCE COMPANY (Limited)

BASLE, SWITZERLAND

Capital (deposited)	\$200,000.00		
Assets	1,212,656.68	<i>Expenditures</i>	
Liabilities, exclusive of capital and net surplus	852,921.09	Losses	\$455,394.67
		Dividends	None
		Other expenditures	463,485.60
		Total expenditures, 1912	\$918,880.27
		<i>Fire Insurance Business, 1912</i>	
<i>Income</i>		Risks written	\$136,185,300.00
Premiums	\$1,188,753.73	Premiums thereon	1,480,275.40
Other sources	37,904.29	Losses incurred	519,724.67
Total income, 1912	\$1,221,658.02		

Nevada Business

Risks written	\$154,347.00
Premiums received	3,177.27
Losses paid	1,314.61
Losses incurred	1,314.61

SWISS REINSURANCE COMPANY'
ZURICH, SWITZERLAND

Capital (deposited)	\$200,000.00	Losses	<i>Expenditures</i>	
Assets	870,480.25	Dividends		\$358,754.18
Liabilities, exclusive of capital and net surplus	569,531.19	Other expenditures		None
				421,872.37
<i>Income</i>		Total expenditures, 1912		\$780,426.55
Premiums	\$716,002.76		<i>Fire Insurance Business, 1912</i>	
Other sources	224,331.70	Risks written		\$85,452,023.00
Total income, 1912	\$940,334.46	Premiums thereon		915,734.63
		Losses incurred		381,684.32

Nevada Business

Risks written	\$56,655.00
Premiums received	1,332.20
Losses paid	1.50
Losses incurred	1,001.50

TEUTONIA INSURANCE COMPANY

NEW ORLEANS, LOUISIANA

Capital (paid up in cash)	\$250,000.00	Losses	<i>Expenditures</i>	
Assets	1,118,640.71	Dividends		\$490,923.61
Liabilities, exclusive of capital and net surplus	697,088.77	Other expenditures		24,870.00
				339,860.32
<i>Income</i>		Total expenditures, 1912		\$855,653.93
Premiums	\$376,113.50		<i>Fire Insurance Business, 1912</i>	
Other sources	39,136.11	Risks written		\$78,087,810.00
Total income, 1912	\$915,249.61	Premiums thereon		1,200,010.41
		Losses incurred		484,210.95

Nevada Business

Risks written	\$107,575.00
Premiums received	2,122.68
Losses paid	2.30
Losses incurred	2.30

UNION ASSURANCE SOCIETY (Limited)

LONDON, ENGLAND

Capital (deposited)	\$287,000.00	Losses	<i>Expenditures</i>	
Assets	957,924.20	Dividends		\$222,064.84
Liabilities, exclusive of capital and net surplus	343,819.57	Other expenditures		None
				168,663.56
<i>Income</i>		Total expenditures, 1912		\$390,728.40
Premiums	\$327,647.81		<i>Fire Insurance Business, 1912</i>	
Other sources	358,950.29	Risks written		\$48,606,687.00
Total income, 1912	\$686,598.10	Premiums thereon		605,372.01
		Losses incurred		200,398.04

Nevada Business

Risks written	\$468,124.00
Premiums received	6,879.37
Losses paid	5,138.98
Losses incurred	4,167.70

REPORT OF INSURANCE COMMISSIONER

UNION AND PHENIX ESPANOL INSURANCE COMPANY

MADRID, SPAIN

Capital (deposited)			<i>Expenditures</i>	
Assets	\$1,100,896.01		Losses	\$490,869.26
Liabilities, exclusive of capital and net surplus	792,831.54		Dividends	None
			Other expenditures	424,799.44
<i>Income</i>			Total expenditures, 1912	\$915,668.70
Premiums	\$1,047,152.63		<i>Fire Insurance Business, 1912</i>	
Other sources	35,565.07		Risks written	\$116,868,309.00
Total income, 1912	\$1,082,717.70		Premiums thereon	1,256,545.91
			Losses incurred	501,939.17

Nevada Business

Risks written	\$233,908.00
Premiums received	4,787.53
Losses paid	3,082.03
Losses incurred	1,507.49

WARSAW FIRE INSURANCE COMPANY

WARSAW, RUSSIA

Capital (deposited)			<i>Expenditures</i>	
Assets	\$942,682.13		Losses	\$274,101.44
Liabilities, exclusive of capital and net surplus	614,352.39		Dividends	None
			Other expenditures	350,231.08
<i>Income</i>			Total expenditures, 1912	\$624,332.52
Premiums	\$943,408.42		<i>Fire Insurance Business, 1912</i>	
Other sources	25,841.94		Risks written	\$89,586,916.00
Total income, 1912	\$969,245.36		Premiums thereon	1,107,238.64
			Losses incurred	346,543.53

Nevada Business

Risks written	\$61,639.00
Premiums received	1,412.43
Losses paid	2,914.41
Losses incurred	1,314.41

WESTCHESTER FIRE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$300,000.00		<i>Expenditures</i>	
Assets	5,363,271.38		Losses	\$1,557,831.94
Liabilities, exclusive of capital and net surplus	3,647,355.66		Dividends	120,000.00
			Other expenditures	1,149,723.42
<i>Income</i>			Total expenditures, 1912	\$2,827,555.36
Premiums	\$3,361,539.57		<i>Fire Insurance Business, 1912</i>	
Other sources	247,464.06		Risks written	\$484,541,323.00
Total income, 1912	\$3,609,003.63		Premiums thereon	4,780,089.81
			Losses incurred	1,611,323.64

Nevada Business

Risks written	\$62,396.00
Premiums received	2,791.92
Losses paid	1,086.32
Losses incurred	1,086.32

WESTERN ASSURANCE COMPANY

TORONTO, CANADA

Capital (deposited)	\$207,000.00	<i>Expenditures</i>	
Assets	2,495,541.09	Losses	\$867,250.74
Liabilities, exclusive of capital and net surplus	1,477,222.46	Dividends	None
		Other expenditures	722,748.33
<i>Income</i>		Total expenditures, 1912	\$1,589,999.07
Premiums	\$1,572,097.34	<i>Fire Insurance Business, 1912</i>	
Other sources	97,108.19	Risks written	\$250,186,010.00
Total income, 1912	\$1,669,205.53	Premiums thereon	2,282,498.16
		Losses incurred	674,594.88

Nevada Business

Risks written	\$161,941.00
Premiums received	8,198.75
Losses paid	12,519.86
Losses incurred	14,337.61

SUMMARY OF NEVADA'S FIRE INSURANCE BUSINESS FOR 1912

Amount of risks written	\$23,320,106.00
Premiums received	516,642.70
Losses paid	341,219.26
Losses incurred	568,999.10

LIFE AND ACCIDENT INSURANCE COMPANIES

AMICABLE LIFE INSURANCE COMPANY

WACO, TEXAS

Capital (paid up in cash)	\$300,000.00	<i>Expenditures</i>	
Assets	1,769,449.71		
Liabilities, exclusive of capital and net surplus	824,284.58	Paid policy holders	\$67,571.97
<i>Income</i>		Dividends	None
Premiums	\$459,964.30	Other expenditures	431,334.66
Other sources	114,518.98	Total expenditures, 1912	\$498,906.63
Total income, 1912	\$574,483.28		

Nevada Business

None.

BANKERS RESERVE LIFE COMPANY

OMAHA, NEBRASKA

Capital (paid up in cash)	\$100,000.00	<i>Expenditures</i>	
Assets	3,702,215.67		
Liabilities, exclusive of capital and net surplus	3,085,611.22	Paid policy holders	\$378,062.51
<i>Income</i>		Dividends	10,000.00
Premiums	\$1,127,324.66	Other expenditures	341,631.38
Other sources	162,383.40	Total expenditures, 1912	\$724,693.89
Total income, 1912	\$1,290,208.06		

Nevada Business

Number of risks written	None
Amount of risks written (paid up addition)	\$239.00
Premiums received	None
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	5
Amount of said policies	\$23,239.00

CALIFORNIA NATIONAL LIFE INSURANCE COMPANY

SAN DIEGO, CALIFORNIA

Capital (paid up in cash)	\$250,000.00	<i>Expenditures</i>	
Assets	314,746.78		
Liabilities, exclusive of capital and net surplus	25,510.62	Paid policy holders	\$1,000.00
<i>Income</i>		Dividends	None
Premiums	\$51,240.58	Other expenditures	57,786.68
Other sources	18,396.36	Total expenditures, 1912	\$58,786.68
Total income, 1912	\$69,636.94		

Nevada Business

Number of risks written	5
Amount of risks written	\$59,130.00
Premiums received	\$516.39
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	5
Amount of said policies	\$59,130.00

CALIFORNIA STATE LIFE INSURANCE COMPANY
SACRAMENTO, CALIFORNIA

Capital (paid up in cash)	\$500,000.00		
Assets	806,584.22		
Liabilities, exclusive of capital and net surplus	55,396.11		
	<u>=====</u>		
	<i>Income</i>		<i>Expenditures</i>
Premiums	\$332,031.82	Paid policy holders	\$11,000.00
Other sources	29,306.70	Dividends	None
	<u>=====</u>	Other expenditures	344,018.79
Total income, 1912	\$361,338.52	Total expenditures, 1912	\$355,018.79

Nevada Business

Number of risks written	91
Amount of risks written	\$479,000.00
Premiums received	20,237.77
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	91
Amount of said policies	\$479,000.00

CAPITOL LIFE INSURANCE COMPANY

DENVER, COLORADO

Capital (paid up in cash)	\$100,000.00		
Assets	1,128,048.39		
Liabilities, exclusive of capital and net surplus	912,018.74		
	<u>=====</u>		
	<i>Income</i>		<i>Expenditures</i>
Premiums	\$482,924.87	Paid policy holders	\$77,344.05
Other sources	72,500.69	Dividends	None
	<u>=====</u>	Other expenditures	275,571.53
Total income, 1912	\$525,425.56	Total expenditures, 1912	\$352,915.58

Nevada Business

None.

COLUMBIAN NATIONAL LIFE INSURANCE COMPANY

BOSTON, MASSACHUSETTS

Capital (paid up in cash)	\$1,000,000.00		
Assets	8,182,074.62		
Liabilities, exclusive of capital and net surplus	6,813,076.71		
	<u>=====</u>		
	<i>Income</i>		<i>Expenditures</i>
Premiums	\$1,868,691.05	Paid policy holders	\$765,681.53
Other sources	606,074.31	Dividends	70,000.00
	<u>=====</u>	Other expenditures	932,939.81
Total income, 1912	\$2,474,765.36	Total expenditures, 1912	\$1,768,621.34

Nevada Business

Number of risks written	19
Amount of risks written	\$43,500.00
Premiums received	\$6,910.83
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	78
Amount of said policies	\$197,139.00

CONTINENTAL LIFE INSURANCE AND INVESTMENT COMPANY
SALT LAKE CITY, UTAH

Capital (paid up in cash)	\$208,875.00		
Assets	1,081,656.42		
Liabilities, exclusive of capital and net surplus	724,350.35		
		<i>Expenditures</i>	
		Paid policy holders	\$44,257.09
		Dividends	None
		Other expenditures	207,047.75
		Total expenditures, 1912	\$251,304.84
<i>Income</i>			
Premiums	\$301,632.91		
Other sources	69,957.07		
Total income, 1912	\$371,589.98		

Nevada Business

Number of risks written	86
Amount of risks written	\$264,837.50
Premiums received	\$11,118.77
Losses paid	\$1,345.00
Losses incurred	\$1,345.00
Number of policies in force December 31, 1912	112
Amount of said policies	\$313,437.50

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$100,000.00		
Assets	513,319,201.29		
Liabilities, exclusive of capital and net surplus	506,808,669.24		
		<i>Expenditures</i>	
		Paid policy holders	\$55,846,277.81
		Dividends	7,000.00
		Other expenditures	12,839,980.30
		Total expenditures, 1912	\$68,693,258.11
<i>Income</i>			
Premiums	\$54,881,278.81		
Other sources	22,972,711.70		
Total income, 1912	\$77,853,990.51		

Nevada Business

Number of risks written	121
Amount of risks written	\$327,678.00
Premiums received	\$43,467.16
Losses paid	\$25,226.70
Losses incurred	\$15,226.70
Number of policies in force December 31, 1912	618
Amount of said policies	\$1,283,551.00

HOME LIFE INSURANCE COMPANY
NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$125,000.00		
Assets	27,767,931.54		
Liabilities, exclusive of capital and net surplus	25,725,027.99		
		<i>Expenditures</i>	
		Paid policy holders	\$1,589,130.29
		Dividends	15,000.00
		Other expenditures	2,409,819.86
		Total expenditures, 1912	\$4,013,950.15
<i>Income</i>			
Premiums	\$794,506.37		
Other sources	4,564,826.38		
Total income, 1912	\$5,359,332.75		

Nevada Business

Number of risks written	2
Amount of risks written	\$10,774.87
Premiums received	\$6,077.24
Losses paid	\$3,774.87
Losses incurred	\$3,774.87
Number of policies in force December 31, 1912	84
Amount of said policies	\$145,968.00

KANSAS CITY LIFE INSURANCE COMPANY

KANSAS CITY, MISSOURI

Capital (paid up in cash)	\$100,000.00		
Assets	3,156,761.94		
Liabilities, exclusive of capital and net surplus	2,955,235.32		
	<u> </u>		
	<u> </u>		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$1,497,441.73	Paid policy holders	\$429,506.46
Other sources	215,637.26	Dividends	8,000.00
	<u> </u>	Other expenditures	709,790.93
Total income, 1912	\$1,713,078.99	Total expenditures, 1912	\$1,147,300.89

Nevada Business

Number of risks written	112
Amount of risks written	\$169,500.00
Premiums received	\$5,795.68
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	109
Amount of said policies	\$148,500.00

MANHATTAN LIFE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$100,000.00		
Assets	22,045,083.43		
Liabilities, exclusive of capital and net surplus	21,619,068.46		
	<u> </u>		
	<u> </u>		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$2,131,011.44	Paid policy holders	\$1,403,769.51
Other sources	1,067,555.55	Dividends	21,000.00
	<u> </u>	Other expenditures	1,564,104.76
Total income, 1912	\$3,198,566.99	Total expenditures, 1912	\$2,988,874.27

Nevada Business

Number of risks written	11
Amount of risks written	\$95,905.00
Premiums received	\$4,287.81
Losses paid	\$2,333.00
Losses incurred	\$2,333.00
Number of policies in force December 31, 1912	62
Amount of said policies	\$97,405.00

MISSOURI STATE LIFE INSURANCE COMPANY

ST. LOUIS, MISSOURI

Capital (paid up in cash)	\$3,000,000.00		
Assets	3,661,998.79		
Liabilities, exclusive of capital and net surplus	3,062,268.43		
	<u> </u>		
	<u> </u>		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$1,209,373.89	Paid policy holders	\$413,645.08
Other sources	218,179.49	Dividends	24,000.00
	<u> </u>	Other expenditures	452,489.86
Total income, 1912	\$1,427,553.38	Total expenditures, 1912	\$890,134.94

Nevada Business

Number of risks written	61
Amount of risks written	\$144,617.00
Premiums received	\$6,525.45
Losses paid	None
Losses incurred	\$3,000.00
Number of policies in force December 31, 1912	79
Amount of said policies	\$168,570.00

REPORT OF INSURANCE COMMISSIONER

MUTUAL BENEFIT LIFE INSURANCE COMPANY

NEWARK, NEW JERSEY

Capital	Mutual		
Assets	\$156,656,714.43		
Liabilities, exclusive of capital and net surplus	150,863,596.51		
	Income		
Premiums	\$22,719,673.93		
Other sources	7,734,067.10		
Total income, 1912	\$30,453,741.03		
		<i>Expenditures</i>	
		Paid policy holders	\$16,380,986.86
		Dividends	None
		Other expenditures	4,541,668.87
		Total expenditures, 1912	\$20,922,655.73

Nevada Business

Number of risks written	8
Amount of risks written	\$8,386.00
Premiums received	\$4,452.43
Losses paid	\$30,000.00
Losses incurred	\$20,000.00
Number of policies in force December 31, 1912	63
Amount of said policies	\$168,572.00

MUTUAL LIFE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital	Mutual		
Assets	\$599,125,046.26		
Liabilities, exclusive of capital and net surplus	599,125,046.26		
	Income		
Premiums	\$56,747,031.99		
Other sources	29,699,481.75		
Total income, 1912	\$86,446,513.74		
		<i>Expenditures</i>	
		Paid policy holders	\$31,117,571.33
		Dividends	None
		Other expenditures	40,554,627.68
		Total expenditures, 1912	\$71,672,098.91

Nevada Business

Number of risks written	177
Amount of risks written	\$490,008.00
Premiums received	\$96,706.70
Losses paid	\$36,621.09
Losses incurred	\$37,483.00
Number of policies in force December 31, 1912	1,254
Amount of said policies	\$2,819,265.00

NATIONAL LIFE INSURANCE COMPANY OF THE UNITED STATES OF AMERICA

CHICAGO, ILLINOIS

Capital (paid up in cash)	\$500,000.00		
Assets	11,663,605.92		
Liabilities, exclusive of capital and net surplus	11,022,130.79		
	Income		
Premiums	\$2,616,536.65		
Other sources	4,082,044.00		
Total income, 1912	\$6,698,580.65		
		<i>Expenditures</i>	
		Paid policy holders	\$3,490,435.29
		Dividends	50,000.00
		Other expenditures	1,284,787.62
		Total expenditures, 1912	\$4,825,222.91

Nevada Business

Number of risks written	1
Amount of risks written	\$2,500.00
Premiums received	\$232.88
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	4
Amount of said policies	\$7,500.00

NEW YORK LIFE INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital	Mutual		
Assets	\$719,657,050.01		
Liabilities, exclusive of capital and net surplus	709,253,480.85		
	==		
	<i>Income</i>		
Premiums	\$85,941,784.05		
Other sources	33,301,582.53		
Total income, 1912	\$119,243,366.58		
		<i>Expenditures</i>	
		Paid policy holders	\$31,965,791.29
		Dividends	None
		Other expenditures	45,092,535.21
		Total expenditures, 1912	\$77,048,326.50

Nevada Business

Number of risks written	422
Amount of risks written	\$338,205.00
Premiums received	\$231,970.85
Losses paid	\$54,864.74
Losses incurred	\$55,082.22
Number of policies in force December 31, 1912	2,726
Amount of said policies	\$6,477,428.00

NORTHWESTERN MUTUAL LIFE INSURANCE COMPANY

MILWAUKEE, WISCONSIN

Capital	Mutual		
Assets	\$297,764,037.89		
Liabilities, exclusive of capital and net surplus	291,800,468.55		
	==		
	<i>Income</i>		
Premiums	\$43,599,141.74		
Other sources	14,808,406.79		
Total income, 1912	\$58,407,548.53		
		<i>Expenditures</i>	
		Paid policy holders	\$15,140,135.56
		Dividends	None
		Other expenditures	30,290,610.52
		Total expenditures, 1912	\$45,430,746.08

Nevada Business

Number of risks written	3
Amount of risks written	\$4,500.00
Premiums received	\$124.05
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	208
Amount of said policies	\$390,341.00

OCCIDENTAL LIFE INSURANCE COMPANY

LOS ANGELES, CALIFORNIA

Capital (paid up in cash)	\$250,000.00		
Assets	757,952.57		
Liabilities, exclusive of capital and net surplus	481,985.59		
	==		
	<i>Income</i>		
Premiums	\$251,325.96		
Other sources	250,421.09		
Total income, 1912	\$501,747.05		
		<i>Expenditures</i>	
		Paid policy holders	\$17,381.93
		Dividends	None
		Other expenditures	368,617.77
		Total expenditures, 1912	\$385,999.70

Nevada Business

Number of risks written	70
Amount of risks written	\$127,500.00
Premiums received	\$7,194.97
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	165
Amount of said policies	\$285,815.00

RELiance LIFE INSURANCE COMPANY

PITTSBURG, PENNSYLVANIA

Capital (paid up in cash)	\$1,000,000.00		
Assets	3,581,494.18		
Liabilities, exclusive of capital and net surplus	2,384,280.38		
	= = = =		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$1,231,154.33	Paid policy holders	\$280,705.60
Other sources	178,367.76	Dividends	None
		Other expenditures	763,021.66
Total income, 1912	\$1,409,512.09	Total expenditures, 1912	\$1,043,727.16

Nevada Business

Number of risks written	39
Amount of risks written	\$57,093.00
Premiums received	\$3,218.01
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	57
Amount of said policies	\$99,500.00

SAN FRANCISCO LIFE INSURANCE COMPANY

SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$250,000.00		
Assets	573,128.79		
Liabilities, exclusive of capital and net surplus	144,691.99		
	= = = =		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$216,720.40	Paid policy holders	\$11,344.86
Other sources	32,355.78	Dividends	None
		Other expenditures	178,746.39
Total income, 1912	\$249,076.18	Total expenditures, 1912	\$190,090.75

Nevada Business

Number of risks written	9
Amount of risks written	\$13,520.53
Premiums received	\$232.68
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	8
Amount of said policies	\$12,520.53

STATE LIFE INSURANCE COMPANY

INDIANAPOLIS, INDIANA

Capital	Mutual		
Assets	\$12,063,755.75		
Liabilities, exclusive of capital and net surplus	10,286,227.74		
	= = = =		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$2,389,505.19	Paid policy holders	\$636,789.27
Other sources	670,071.67	Dividends	None
		Other expenditures	1,216,686.32
Total income, 1912	\$3,059,576.86	Total expenditures, 1912	\$1,853,455.69

Nevada Business

Number of risks written	2
Amount of risks written	\$5,000.00
Premiums received	\$6,687.08
Losses paid	None
Losses incurred	None
Number of policies in force December 31, 1912	44
Amount of said policies	\$224,500.00

REPORT OF INSURANCE COMMISSIONER

TRAVELERS INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital	Mutual		
Assets	\$68,197,489.25		
Liabilities, exclusive of capital and net surplus	62,304,416.94	<i>Expenditures</i>	
		Paid policy holders	\$4,459,936.10
		Dividends	None
		Other expenditures	2,896,641.58
		Total expenditures, 1912	\$7,356,577.68
Premiums	\$8,592,553.68		
Other sources	3,715,788.76		
Total income, 1912	\$12,308,342.44		

Nevada Business

Number of risks written	None
Amount of risks written	None
Premiums received	\$1,125.96
Losses paid	\$1,264.48
Losses incurred	\$1,264.48
Number of policies in force December 31, 1912	27
Amount of said policies	\$71,282.00

UNION MUTUAL LIFE INSURANCE COMPANY

PORTLAND, MAINE

Capital	Mutual		
Assets	\$18,479,283.23		
Liabilities, exclusive of capital and net surplus	16,913,165.70	<i>Expenditures</i>	
		Paid policy holders	\$1,816,115.13
		Dividends	None
		Other expenditures	641,369.64
		Total expenditures, 1912	\$2,457,484.77
Premiums	\$2,279,170.99		
Other sources	950,381.18		
Total income, 1912	\$3,229,552.17		

Nevada Business

Number of risks written	2
Amount of risks written	\$25,663.74
Premiums received	\$5,787.63
Losses paid	\$4,500.00
Losses incurred	\$26,629.33
Number of policies in force December 31, 1912	96
Amount of said policies	\$184,367.67

SUMMARY OF NEVADA'S LIFE AND ACCIDENT BUSINESS FOR 1912

Number of risks written	1,401
Amount of risks written	\$3,487,406.64
Premiums received	\$526,010.75
Losses paid	\$150,306.88
Losses incurred	\$168,615.60
Number of policies in force December 31, 1912	6,511
Amount of said policies	\$15,265,920.70

CASUALTY AND SURETY COMPANIES

AMERICAN BONDING COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash)	\$750,000.00		
Assets	2,872,826.64		
Liabilities, exclusive of capital and net surplus	1,302,230.54		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$1,481,119.22	Losses	\$380,170.26
Other sources	110,786.49	Dividends	120,000.00
		Other expenditures	964,821.86
Total income, 1912	\$1,591,905.71	Total expenditures, 1912	\$1,454,492.12

<i>Nevada Business</i>	PREMIUMS	LOSSES
Burglary and theft	\$54.00	None
Fidelity	48.55	None
Total	\$102.55	None

AMERICAN SURETY COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$5,000,000.00		
Assets	8,487,698.69		
Liabilities, exclusive of capital and net surplus	2,418,363.09		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$2,779,517.30	Losses	\$589,261.37
Other sources	888,017.64	Dividends	2,875,000.00
		Other expenditures	2,002,022.48
Total income, 1912	\$3,667,534.94	Total expenditures, 1912	\$5,466,283.85

<i>Nevada Business</i>	PREMIUMS	LOSSES
Fidelity	\$271.30	None
Surety	542.90	\$500.00
Totals	\$814.20	\$500.00

CONTINENTAL CASUALTY COMPANY

HAMMOND, INDIANA

Capital (paid up in cash)	\$300,000.00		
Assets	2,077,628.33		
Liabilities, exclusive of capital and net surplus	1,315,038.16		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$3,270,021.76	Losses	\$1,379,346.42
Other sources	206,590.83	Dividends	60,000.00
		Other expenditures	1,982,555.50
Total income, 1912	\$3,476,612.59	Total expenditures, 1912	\$3,421,901.92

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$19,178.63	\$5,667.29
Health	4,871.21	2,240.52
Totals	\$24,049.84	\$7,907.81

REPORT OF INSURANCE COMMISSIONER

EMPLOYERS' LIABILITY ASSURANCE CORPORATION (Limited)

LONDON, ENGLAND

Capital (deposited)	\$200,000.00	<i>Expenditures</i>	
Assets	7,465,531.92		
Liabilities, exclusive of capital and net surplus	5,220,968.69	Losses	\$2,419,990.91
<i>Income</i>		Dividends	None
Premiums	\$6,446,755.96	Other expenditures	2,731,879.21
Other sources	201,813.76	Total expenditures, 1912	\$5,151,810.12
Total income, 1912	\$6,648,569.72		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$214.40	None
Health	44.65	\$64.28
Liability	254.42	45.00
Totals	\$513.47	\$109.28

FIDELITY AND CASUALTY COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$1,000,000.00	<i>Expenditures</i>	
Assets	11,148,389.89		
Liabilities, exclusive of capital and net surplus	7,867,105.85	Losses	\$3,423,019.84
<i>Income</i>		Dividends	200,000.00
Premiums	\$3,370,990.30	Other expenditures	4,608,816.12
Other sources	625,162.83	Total expenditures, 1912	\$8,236,834.96
Total income, 1912	\$3,996,153.13		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$241.50	None
Burglary and theft	96.25	None
Health	157.50	None
Totals	\$495.25	None

FIDELITY AND DEPOSIT COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	8,524,791.93		
Liabilities, exclusive of capital and net surplus	3,928,252.87	Losses	\$1,369,126.91
<i>Income</i>		Dividends	330,000.00
Premiums	\$4,591,420.57	Other expenditures	2,932,623.50
Other sources	485,475.06	Total expenditures, 1912	\$4,621,750.41
Total income, 1912	\$5,076,895.63		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Burglary and theft	\$5.75	None
Fidelity	342.66	None
Surety	1,323.65	None
Totals	\$1,678.06	None

GUARDIAN CASUALTY AND GUARANTY COMPANY

SALT LAKE CITY, UTAH

Capital (paid up in cash)	\$250,000.00		
Assets	631,563.55		
Liabilities, exclusive of capital and net surplus	178,795.91		
		<i>Expenditures</i>	
		Losses	\$132,235.03
		Dividends	28,920.00
		Other expenditures	146,099.19
		Total expenditures, 1912	\$307,304.22
Premiums	\$318,178.21		
Other sources	47,179.66		
Total income, 1912	\$365,357.87		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Fidelity	\$25.00	None
Liability	26,386.50	\$7,111.22
Surety	200.00	None
Workmen's collective	6,597.91	1,269.72
Totals	\$33,208.41	\$8,380.94

HARTFORD STEAM BOILER INSPECTION AND INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$1,000,000.00		
Assets	5,337,014.72		
Liabilities, exclusive of capital and net surplus	2,411,419.84		
		<i>Expenditures</i>	
		Losses	\$129,786.12
		Dividends	120,000.00
		Other expenditures	1,201,456.86
		Total expenditures, 1912	\$1,451,245.97
Premiums	\$1,497,494.29		
Other sources	257,379.97		
Total income, 1912	\$1,754,874.26		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Steam boiler	\$175.00	None

LLOYD PLATE GLASS INSURANCE COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$250,000.00		
Assets	989,062.07		
Liabilities, exclusive of capital and net surplus	404,085.30		
		<i>Expenditures</i>	
		Losses	\$229,947.35
		Dividends	50,000.00
		Other expenditures	340,587.12
		Total expenditures, 1912	\$619,534.47
Premiums	\$581,760.00		
Other sources	61,521.59		
Total income, 1912	\$643,271.59		

<i>Nevada Business</i>	PREMIUMS	LOSSES
Plate glass	\$907.93	\$85.00

REPORT OF INSURANCE COMMISSIONER

MARYLAND CASUALTY COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash)	\$1,000,000.00		
Assets	6,922,352.24		
Liabilities, exclusive of capital and net surplus	4,609,672.96		
	= = = =		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$5,823,736.06	Losses	\$2,209,428.25
Other sources	294,094.18	Dividends	180,000.00
		Other expenditures	3,112,431.26
Total income, 1912	\$6,117,830.24	Total expenditures, 1912	\$5,501,859.51

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$314.22	None
Automobile property damage	30.00	None
Burglary and theft	102.72	None
Health	85.43	None
Liability	1,115.21	\$8,472.10
Plate glass	120.41	None
Sprinkler	296.60	None
Steam boiler	81.62	None
Physicians' defense	65.00	None
Totals	\$2,161.26	\$8,472.10

MASSACHUSETTS BONDING AND INSURANCE COMPANY

BOSTON, MASSACHUSETTS

Capital (paid up in cash)	\$1,000,000.00		
Assets	2,774,303.22		
Liabilities, exclusive of capital and net surplus	1,372,822.43		
	= = = =		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$2,099,866.22	Losses	\$413,108.24
Other sources	88,397.39	Dividends	60,000.00
		Other expenditures	1,069,894.23
Total income, 1912	\$2,188,263.61	Total expenditures, 1912	\$1,563,002.47

<i>Nevada Business</i>	PREMIUMS	LOSSES
Burglary and theft	\$57.61	None
Fidelity	6.67	None
Health	12.50	None
Surety	40.50	None
Totals	\$117.28	None

NATIONAL SURETY COMPANY

NEW YORK CITY, NEW YORK

Capital (paid up in cash)	\$2,000,000.00		
Assets	7,192,687.61		
Liabilities, exclusive of capital and net surplus	3,638,573.83		
	= = = =		
<i>Income</i>		<i>Expenditures</i>	
Premiums	\$3,727,725.97	Losses	\$302,129.68
Other sources	855,691.39	Dividends	309,939.00
		Other expenditures	1,966,673.87
Total income, 1912	\$4,083,417.36	Total expenditures, 1912	\$3,098,742.55

<i>Nevada Business</i>	PREMIUMS	LOSSES
Burglary and theft	\$264.28	None
Fidelity	504.83	\$16.08
Surety	1,994.26	1.00
Totals	\$2,763.41	\$17.08

NORTH AMERICAN ACCIDENT INSURANCE COMPANY
CHICAGO, ILLINOIS

Capital (paid up in cash)	\$200,000.00	<i>Expenditures</i>	
Assets	726,129.41		
Liabilities, exclusive of capital and net surplus	266,162.38		
<i>Income</i>			
Premiums	\$1,067,722.26	Losses	\$417,567.67
Other sources	240,167.62	Dividends	30,000.00
		Other expenditures	833,033.70
Total income, 1912	\$1,307,879.88	Total expenditures, 1912	\$1,280,601.37

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$4,091.98	\$859.43

PACIFIC COAST CASUALTY COMPANY
SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$400,000.00	<i>Expenditures</i>	
Assets	956,811.43		
Liabilities, exclusive of capital and net surplus	507,625.84		
<i>Income</i>			
Premiums	\$359,961.18	Losses	\$224,824.03
Other sources	47,712.17	Dividends	32,000.00
		Other expenditures	555,699.00
Total income, 1912	\$407,673.35	Total expenditures, 1912	\$812,523.08

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$1,497.90	\$446.10
Fidelity	20.00	None
Surety	10.00	None
Totals	\$1,527.90	\$446.10

PACIFIC MUTUAL LIFE INSURANCE COMPANY
LOS ANGELES, CALIFORNIA

Capital	\$1,000,000.00	<i>Expenditures</i>	
Assets	1,990,698.91		
Liabilities, exclusive of capital and net surplus	920,398.91		
<i>Income</i>		Losses	\$774,796.74
Premiums	\$1,801,455.12	Dividends	135,000.00
Other sources	129,302.81	Other expenditures	916,843.43
Total income, 1912	\$1,930,757.43	Total expenditures, 1912	\$1,826,640.17

<i>Nevada Business</i>	PREMIUMS	LOSSES
Accident	\$9,594.93	\$3,233.77
Health	1,537.92	983.53
Totals	\$11,122.85	\$4,222.30

REPORT OF INSURANCE COMMISSIONER

PACIFIC SURETY COMPANY

SAN FRANCISCO, CALIFORNIA

Capital (paid up in cash)	\$300,000.00	<i>Expenditures</i>	
Assets	747,518.61		
Liabilities, exclusive of capital and net surplus	345,996.39		
<i>Income</i>		Losses	\$188,285.08
Premiums	\$554,363.06	Dividends	None
Other sources	80,567.03	Other expenditures	\$12,968.46
Total income, 1912	\$584,930.09	Total expenditures, 1912	\$501,253.54

<i>Nevada Business</i>		PREMIUMS	LOSSES
Accident		\$566.75	\$14.66
Automobile property damage		87.95	None
Liability		88,564.98	8,518.60
Physicians' defense		20.00	None
Totals		\$39,239.66	\$8,533.26

STANDARD ACCIDENT INSURANCE COMPANY

DETROIT, MICHIGAN

Capital (paid up in cash)	\$500,000.00	<i>Expenditures</i>	
Assets	4,377,488.74		
Liabilities, exclusive of capital and net surplus	2,405,526.54		
<i>Income</i>		Losses	\$1,265,238.49
Premiums	\$3,019,389.64	Dividends	70,000.00
Other sources	189,836.59	Other expenditures	1,549,878.48
Total income, 1912	\$3,209,226.23	Total expenditures, 1912	\$2,884,871.97

<i>Nevada Business</i>		PREMIUMS	LOSSES
Accident		\$248.08	None
Health		74.42	None
Totals		\$322.50	None

TITLE GUARANTY AND SURETY COMPANY

SCRANTON, PENNSYLVANIA

Capital (paid up in cash)	\$1,000,000.00	<i>Expenditures</i>	
Assets	2,396,930.65		
Liabilities, exclusive of capital and net surplus	878,365.98		
<i>Income</i>		Losses	\$323,692.55
Premiums	\$1,025,136.59	Dividends	None
Other sources	85,992.20	Other expenditures	761,279.03
Total income, 1912	\$1,111,128.79	Total expenditures, 1912	\$1,085,161.58

<i>Nevada Business</i>		PREMIUMS	LOSSES
Surety		\$183.29	None

TRAVELERS INSURANCE COMPANY

HARTFORD, CONNECTICUT

Capital (paid up in cash)	\$2,500,000.00	<i>Expenditures</i>	
Assets	17,431,368.57		
Liabilities, exclusive of capital and net surplus	10,371,200.82		
<i>Income</i>		Losses	\$5,740,766.13
Premiums	\$12,274,179.24	Dividends	375,000.00
Other sources	837,156.41	Other expenditures	6,397,285.88
Total income, 1912	\$13,111,335.65	Total expenditures, 1912	\$12,513,052.01

<i>Nevada Business</i>		PREMIUMS	LOSSES
Accident		\$333.75	\$44.85

UNITED STATES FIDELITY AND GUARANTY COMPANY

BALTIMORE, MARYLAND

Capital (paid up in cash)	\$2,000,000.00	<i>Expenditures</i>	
Assets	7,339,650.11		
Liabilities, exclusive of capital and net surplus	4,174,273.10		
<i>Income</i>		Losses	\$1,772,635.35
Premiums	\$5,444,759.50	Dividends	200,000.00
Other sources	267,523.62	Other expenditures	3,066,434.32
Total income, 1912	\$5,712,283.12	Total expenditures, 1912	\$5,069,069.67

<i>Nevada Business</i>		PREMIUMS	LOSSES
Accident		\$232.45	\$187.50
Automobile property damage		110.25	None
Burglary and theft		880.57	None
Health		55.40	None
Liability		1,428.65	None
Plate glass		6.42	\$79.00
Surety		4,338.40	None
Totals		\$7,062.14	\$266.50

SUMMARY OF NEVADA'S CASUALTY AND SURETY BUSINESS
FOR 1912

	PREMIUMS	LOSSES
Accident	\$36,707.04	\$10,641.10
Automobile property damage	338.45	None
Burglary and theft	2,342.75	None
Fidelity	1,219.00	16.08
Health	6,844.48	3,293.33
Liability	69,177.39	24,146.92
Physician's defense	85.00	None
Plate glass	1,041.18	243.00
Sprinkler	296.60	None
Steam boiler	256.62	None
Surety	14,976.39	501.00
Workmen's collective	6,597.91	1,269.72
Totals	\$130,860.74	\$39,844.59

LOAN AND SAVINGS COMPANIES

WESTERN LOAN AND SAVINGS COMPANY SALT LAKE CITY, UTAH

Authorized capital.....	\$8,000,000.00	Receipts for 1912.....	\$875,135.75
Assets.....	1,530,668.35		=====
Liabilities, not including surplus.....	1,457,897.13	Disbursements for 1912.....	\$888,126.76

0



ANNOUNCEMENT

**VIRGINIA CITY
SCHOOL OF MINES**

AUGUST, 1911





GENERAL ROOM

THE VIRGINIA CITY SCHOOL OF MINES

The School is intended alike for the man of limited education and the one having a fair schooling who desires to learn mining and courses pertaining to it. The extent of the courses is less than a university course, yet more than one that presumes to be exemplary of a single method suited to all the varied conditions of one thing; or one that gives a few exercises under the pretext that more is not practical.

The School is aided by the State, and is open to those who cannot avail themselves of the University courses.

It is desired as a qualification for entrance that there should have been sufficient experience to have found practically the value of first principles of which those entering were apprised, while following a business or occupation that requires some skilled judgment as well as skilled labor. While the School is prepared for those thus experienced, it is prepared also for those who have been deliberate and who can appreciate without mistake the viewpoint of them who have found the value of fundamentals from occupation. It is specially prepared to give to them particular attention that come within its scope.

The location of the School in Virginia City, being on the Comstock Lode, affords some important advantages to the observer and student who wishes to see metal mining and make comparisons with the practice of other districts. Mining began here in 1859, and the methods, including those of milling, have changed from time to time. Many of them have been in turn supplanted by newer and more modern methods. There still remain some features of the original modes of operation. One small mill may still be seen that illustrates the primitive Washoe Process, which was the principal mode of treatment in the early days. In the mines there have been changes in the systems of drainage and excavation, although very little in the mode of timbering. The "square-set" system of timbering, "which is said to have been devised by Mr. Deidesheimer then (1860) of the Ophir mine" (King), is still in general use without material change. Electricity has for the most part supplanted steam, and the Cyanide Process taken the place of the older modes of ore-treatment.

The problems of heat, ventilation, drainage, and depth of workings are better illustrated here than anywhere on the Pacific Coast.

The elevation is 6,300 feet above sea-level, and in most respects the climate is not severe. The thermometer is seldom below zero and the summer heat is not excessive, as might be inferred.

The courses given are: ASSAYING,
 MILLING,
 CYANIDING,
 SMELTING,
 SURVEYING,
 GEOLOGY,
 and PROSPECTING.

The courses are not learned by rote, as though they were mechanical operations to be done in a mechanical way, but as a particular application of principles, the reason being that in no other way can the work be done intelligently. The principles are learned by subjects which are taught, and the instruction embraces that combination of them which, with skill, constitutes the make-up of the courses. Skill is required for their use, and this occupies the attention for as much time as the student can possibly find he can give to it. The same subject may be essential to more than one course, as, for example, arithmetic is used in all, chemistry and mineralogy in all except Surveying, and plane geometry and algebra where physics is important, as in Surveying and other courses. In some of the courses the subjects are qualified differently than in others. (See under the head "Description of Subjects.")

GROUPING OF SUBJECTS

The grouping of subjects for each course is as follows:

For Assaying—Arithmetic, descriptive and qualitative chemistry, mineralogy, and physics recommended.

For Cyaniding and Smelting—The Assay course, and algebra, plane geometry, physics recommended.

For Milling—Assay course and ore-dressing.

For Geology—Arithmetic, chemistry, algebra, plane geometry, descriptive geometry, physics, mineralogy, drawing, and study of rocks.

For Surveying—Arithmetic, algebra, plane geometry, descriptive geometry, physics recommended, drawing, and trigonometry.

For Prospecting—Arithmetic, chemistry, mineralogy, mining law, and field-tests for metals.

DESCRIPTION OF SUBJECTS

Arithmetic is treated in a manner suited to the course in which it is used. The four operations of addition, subtraction, multiplication, and division are treated according to some short-cut methods. Factors and multiples are given the attention due them for their value in considering fractions. Common fractions, decimals, percentage, and proportion are considered under one head which has particular advantages of elucidation and practical utility. Square and cube root is included. This comprises all the arithmetic necessary.

Chemistry is given sufficient attention to learn the three classes in

which all substances, mineral and inorganic, are found, the distinguishing characteristics of the classes, and in general the simplifying value of classification; and the use made of chemical ideas by assayers, mineralogists, cyanide-men, smelters, and in field-testing for metals. Experiments are freely given that lead from each step to the next, and a good qualitative laboratory is an important adjunct.

Mineralogy is essential because of the importance of the chemical components of minerals. The spirit of the subject is necessary in order to intelligently treat ores in the assay office, cyanide plant, or smeltery, and in the determination of rocks. There is in the school collection about two hundred mineral specimens.

Algebra treats of quantities in a way not readily manageable by arithmetic, and the solution of formulas of Surveying, Cyaniding, physics, and those courses depending upon physics. Its solution of problems is simpler than by arithmetic, and at the same time leads to a better knowledge of arithmetic. It is continued through quadratics.

Physics, or Natural Philosophy as it was formerly called, like Chemistry, is learned by applying it; and the student finds it a very profitable subject. Those having trouble with mathematics get great benefit from it, since it deals practically with quantity. The subject-matter deals, however, with force, power, energy, levers, pulleys, bracing supports, hydraulics, electricity, and incidentally with scales and assay balances.

Plane Geometry treats of points, lines, planes, and angles in a single plane and figures as a result of their combination with the comparison of them. It is an important subject in the courses that include it, aside from the insight of a wide practical value that accrues from a study of it. This is a remarkable feature, since the instruction does not need to give attention particularly to that aspect of the subject. In fact, the same may be said none the less of all the subjects included in the courses. It seems to appear materially of its own accord. In some instances, it may be said, making the suggestion is all that is necessary. The time given to this subject is not necessarily long.

Descriptive Geometry depends upon and consequently must follow plane geometry. It is important in understanding surveying instruments, mine surveying, drawing, mechanical construction, and Geology. It treats of the relation, for instance, of a plane caused by a sweeping line to a fixed line or plane, as in the case of the movements of an adjusted surveying instrument; the intersections of planes with solids, as the outcrop of a vein with the surface of the country; the intersection of a plane with another, whether it be veins or faults or both; the intersection of lines, as tunnel, shaft or incline, or these with a vein, etc.

Trigonometry also depends upon geometry and is carried through the solution of triangles. It is indispensable to Surveying, and not a difficult subject nor necessarily long.

Drawing is essential in Surveying and mechanical construction. The first part of the subject is devoted to the use and care of instruments, drawing of "plates," and lettering, after which is taken up drawing from models to scale, and mapping.

The study of rocks comprises some reading and the use of a knowledge of minerals. There are about fifty characteristic rock specimens in the school, and these, together with those of the district, enable the student to acquire a familiarity that is fairly good.

Mining law prescribes the rule of action for the prospector when making locations, in order that he may know what he or another person may legally claim, and hence it is necessary in obviating difficulty, expense or needless expenditure of energy.

DESCRIPTION OF COURSES

In the Assay course attention is given to the composition of the gangue, and to what state the metals are in that are to be tried for, and the practice is upon a wide range of ores of a variable composition. Assays are made for the metals—iron, lead, copper, zinc, gold, and silver—the latter in both ores and cyanide solutions. The practice is sufficiently extensive so that other metals in addition to those mentioned may be done with a reasonable degree of confidence.

Milling consists of ore-dressing, amalgamation, and concentration. The character of the ore is a consideration, and the advisability of submitting it to one or more of the chemical processes is included.

The Cyanide course deals with tests upon an ore to discover the course of treatment that is called for by its nature. Small tests are made on a few pounds and afterwards on a larger quantity of about two hundred and fifty pounds to check out the treatment.

The course in Smelting is almost altogether theoretical. Thermal and fluxing tests are made in a small way. Practice in assaying slags, mattes, speisses and metal bottoms is given, and the analysis of fluxes.

The Surveying course consists in the adjustment of the level and transit and the doing of field problems with these instruments and the chain or tape; also note-taking, plotting, and mapping.

The course in Geology consists in reading standard texts and the study of such natural phenomenon as the district affords; also familiarity with most rocks, their occurrence and origin, and the study of ore deposits.

Prospecting as a course deals with surface alteration of ore minerals and the consequent effect it has upon the value at the surface; and rock formations, their chemical alteration and deformation. Under the head of "Grouping of Subjects" have been given the essential elements.

GENERAL INFORMATION

Those in attendance are at liberty to devote as much time per day to their work as they find best after some trial. A certain amount of atten-



CHEMICAL LABORATORY



ASSAY LABORATORY

tion each day, however, is found to be productive of the best progress; that is, a certain amount of continuity of effort; and that amount depends a good deal upon the "personal equation." The prospective student should plan to surround himself with sufficient comforts during his sojourn that he may most advantageously take away with him what he desires.

There are no dormitories, and the town must afford rooms and board. The cost of living varies from \$30 to \$35 per month. As most mining towns go, there is not much amusement or restraint, but, for those who see what they want and are determined to get it, that makes very little difference.

The students are organized, having a local association, with a constitution and by-laws, and elect their own officers. The funds supplied by the State have not so far been sufficient to meet all the demands that are made upon the School, so the Association charges, at present, an admission fee of \$5 and monthly dues of \$2.50. A deposit is required for locker, key, and apparatus at cost; and for all that is returned in good condition the deposit is rebated. Application for admission must be made to the Scholarship Committee, which consists of the Instructor, President and Secretary of the Association. Those who are of public school age should receive permission from the local school authorities.

Most of those in attendance are employed in the mines, mills and cyanide plants, and information is ascertained in regard to the skill they are acquiring or have acquired. Aside from the material advantages of this, it makes possible a comparison of local methods with those of other districts.

It is sometimes the case with the inexperienced or new student, in finding courses being definitely prescribed in so many particulars, that he mistakes it for the expression of a spirit of dominating, but diligence with an attitude of fairness and impartiality soon drives it away.

There is a midsummer vacation of usually two months and an intermission during the Christmas holidays. Entrance should be made as promptly as possible at the beginning of each term, although those who enter at other times will be given as nearly as possible the same attention. Special notice will be given of the opening of each term, or by inquiry, which should be made in plenty of time.

Any further information may be had by addressing the

VIRGINIA CITY SCHOOL OF MINES,
VIRGINIA CITY, NEVADA.



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT
1911

"A Retrospect and a Prospect"

Commencement Address of
HON. FRANK H. NORCROSS
Justice of the Supreme Court

¶Delivered at the University of Nevada
May 17, 1911, upon the occasion of the
twenty-fifth anniversary of the establish-
ment of the State University at Reno.

¶Published by request of the State
Superintendent of Public Instruction



A RETROSPECT AND A PROSPECT

Mr. President and Friends of the University:

"A mighty hand from an exhaustless urn
Pours forth the never-ending flood of years."

A quarter of a century may be regarded a long or short period of time, depending upon the relation which that period bears to certain other historical events. It is a very short time of the world's recorded history. It is relatively a short time in the life of the older American colleges. Harvard College was two hundred and fifty years old the year the University of Nevada was established in Reno. James Russell Lowell, delivering the address at Cambridge upon that anniversary, observed that the occasion was "not remarkable as commemorating any venerable length of days." There were colleges in Europe half a thousand years old before Harvard first saw the light of day. The last twenty-five years, however, have witnessed great progress in the material, intellectual and moral advancement of the world. A great many centuries of history could be grouped together and, so far as the promotion of the world's civilization is concerned, could scarcely be considered in comparison with what the past twenty-five years have accomplished. Twenty-five years is a generation in the life of man, and this particular generation has achieved more than any other generation that ever preceded it. Twenty-five years covers no insignificant part of the history of our country, while it represents more than half of the history of our State. It is nearly half the time which has elapsed since, by the treaty of Guadalupe Hidalgo, concluding the Mexican War, this vast western country, of which Nevada is a part, was ceded to the United States. It is exactly half of the period of time which has intervened since the first gun was fired upon Fort Sumter, an event in our country's history to which this University may trace, without much indirection, its origin. We may find then sufficient occasion for a special observation of the successful conclusion of the first quarter of a century which has elapsed since this University was established in its permanent home at Reno. This is an occasion, I take it, when we may with profit turn back the pages of our history for the purpose, if for none other, of seeing if we may find therein an earnest of what we may expect for the future. If the past has been one of hard struggle and glorious achievement, so may we expect the future to be one of unabated effort and greater accomplishment. A State University is a part of the State Government—the most valuable part. Its history is comprehended within the larger history of the State, and that history must of necessity have left its impress upon

the University. The student who does not have a pride in the history of his Nation, his State, and his University will never get the best out of his opportunities, and it is certain the State will never get the best in return from him.

Who made this State and this University what it is? Of what kind of clay were molded the pioneers who, in 1864, organized a State upon a foundation of barren, rock-ribbed, wind-swept, and sunburnt mountains, of sagebrush valleys and of dreary desert wastes, who wrote into the Constitution of this State the motto, "All for our Country," and, at the same time they thus pledged their fealty to the Nation, then undergoing the supreme test, made, as a part of the organic law, provision for a public school system that is unexcelled, a part of which is this splendid University we see here today?

"In what a forge and what a heat
Were shaped the anchors of thy hope!"

The struggle with the elements for a home and fortune makes strong characters, and they were strong characters who made a State from the Territory of Nevada. There is nothing else so alluring to men of energy, daring and perseverance as the quest of the precious metals. It was the gold in the gulches and ravines of California which in '49 and the '50's caused stalwart Americans all over the land to leave their offices, their workshops, their farms, their colleges, and turn their faces westward and pursue the long, tiresome and perilous journey across the plains or by way of the Isthmus or around The Horn to the Golden Gate. It was the silver in the veins and ledges of Nevada, a decade later, that turned the tide of these modern Argonauts back across the Sierras, to a part of what was then known as the Great American Desert. The rush of population to western Utah, caused by the discovery of the Comstock Lode and other great mines with the accompanying production of precious metals, then doubly valuable to the Nation, made a new territorial government a necessity and the Territory of Nevada was created. President Lincoln appointed James W. Nye Territorial Governor and Orion Clemens, brother of Mark Twain, Territorial Secretary. The appointment of Governor Nye was an exhibition of the wisdom and foresight of Mr. Lincoln. We of this day, I fear, do not fully appreciate the commanding figure of Governor Nye in the history of this State. Nye was one of the most gifted and persuasive orators in the United States of his time. He was a man of varied experience, a lawyer by profession from the State of New York, who had served upon the Bench of his native State and also as the first president of the Metropolitan Board of Police of New York City. With William H. Seward, he had traveled on a stumping tour of the Western States in the first Lincoln campaign. He was destined to play no small part in the affairs of the Pacific Coast. With Thomas Starr King, the orator-clergyman of San Francisco, he is mentioned as doing valiant service in keeping the Pacific Coast States and Territories steadfast for the Union cause during the Great Rebellion. The political necessities growing out of the Civil War caused Presi-

dent Lincoln to deem the admission of the Territory of Nevada into the Union as a State a matter of the very greatest importance. His administration had determined that the Constitution should be amended so that slavery should be abolished.

"This," says Mr. Charles A. Dana, in his book—*Recollections of the Civil War*—"was not only a change in our national policy; it was also a most important military measure. It was intended, not merely as a means of abolishing slavery forever, but as a means of affecting the judgment and the feelings of those in rebellion. It was believed that such an amendment to the Constitution would be equivalent to new armies in the field; that it would be worth at least a million men; that it would be an intellectual army that would tend to paralyze the enemy and break the continuity of his ideas."

To thus amend the Constitution required that the proposed amendment be ratified by three-fourths of the States. When that question came to be considered, the administration found that, of the States it could rely upon, it was one short of the necessary number. The genius of President Lincoln solved the problem. He would create a State out of the Territory of Nevada for the purpose, and rely on the patriotism of her people to ratify the amendment. In March, 1864, the question of allowing Nevada to form a State Government came up in the House of Representatives. There was strong opposition to it, but Mr. Lincoln threw into the breach the potent force of the administration and the measure was carried. Mr. Dana, then Assistant Secretary of War and one of the President's confidential advisers, quotes Mr. Lincoln as saying, shortly before the vote was taken: "Here is the alternative—that we carry this vote, or be compelled to raise another million, and I don't know how many more, men, and fight, no one knows how long."

When great political questions are in the balance, sometimes events follow each other with remarkable rapidity. On the 21st day of March, 1864, the enabling Act for Nevada passed Congress and was approved by President Lincoln. The Act provided for an election to be held on the first Monday of June following, for delegates to a constitutional convention to be held just one month later. The convention met on the 4th day of July, 1864, adopted a proposed constitution, which, by the terms of the enabling Act, was voted upon and approved by the people on the first Wednesday of the following September. As soon as the vote could be canvassed, a copy of the Constitution was transmitted to the President by telegraph, at a cost of more than thirty-four hundred dollars for the one dispatch. (We may observe here in passing that there has been material progress in the reduction of telegraph tariffs since that time.) By the terms of the enabling Act, the approval of the Constitution was placed exclusively with the President. On the 31st day of October, President Lincoln issued his proclamation declaring Nevada admitted into the Union on an equal footing with the original States. Eight days later an election for state and county officers was held and the newly elected officials assumed their duties on the first Monday in December. On the 1st day of February, 1865, Congress submitted to the several States the Thir-

teenth Amendment, and two weeks later it was ratified by the Legislature of the new State of Nevada. Well may Nevada be called the Battle-Born State and this the Battle-Born University, for, had not any one of our three greatest wars been fought, the occasion for this magnificent assemblage would not have existed.

It is interesting and instructive to note the body of men who composed the convention that framed our State Constitution. Of the thirty-five delegates all but two came to Nevada from California, and all but three had come to California before 1860. The number eleven seems to have been a number to conjure with in that convention. There were eleven "Forty-Niners"; eleven lawyers; eleven natives of the State of New York; eleven counties were represented; eleven States contributed to its membership, and the average prior residence upon the Pacific Coast of all the delegates was eleven years. The article relating to education and the creation of this University is numbered eleven. If there is anything in omens, our University eleven ought to be invincible.

There were represented in that convention lawyers, doctors, bankers, miners, farmers, lumbermen, merchants, editors, surveyors, and artisans. It was a representative body of Pacific Coast Pioneers. Men of character, ability, integrity, fortitude and energy. They realized that they had been called upon to play an important part in the great struggle that was then testing the life of the Nation. They knew that Nevada at that time possessed little that ordinarily is considered essential to make a State—a shifting and uncertain population, gathered mainly around a few mining camps, was nearly all. The very wealth which Nature had secreted in the hills was to be taken out and removed to other more attractive climes. Railroads there were none, the nearest railroad point then being twelve hundred miles away. The telegraph had arrived, but the ox and mule team, the stage and the pony express were destined to be the mode of travel and communication and the only avenue of commerce for some years to come. A few, who were not entirely blinded by the lure of gold and silver, saw in agriculture and kindred pursuits a slower, more modest, but more certain, fortune. The most accessible waterways were applied in a crude way to irrigation, and agriculture, that industry which must eventually share equally at least with mining in the permanent greatness of our State, had its beginning.

The convention of 1864, in preparing a constitution, of necessity builded for the future rather than for the present. With the foresight of true statesmen, they framed an organic Act that was designed not only to accomplish the immediate purpose of Statehood as a legal entity, but one which was broad and comprehensive in its scope, as is evidenced by the provisions for a public school system, the real foundation-stone of the true greatness of any State. One entire article was devoted to the subject of education. No other article of the Constitution better illustrates the foresight of those pioneer State-builders. They provided the means for a splendid common school system; for a normal school for the education of teachers, and a university which, by express provision, should embrace "departments of

agriculture, mechanic arts and mining"—three branches of learning which were deemed would prove most valuable to the people in the development of the State's natural resources.

It is also interesting and instructive at this day to read the debates in that convention, particularly upon the subject of education. The carefulness with which the subject was considered, the time devoted to it and the purpose manifested, not only to make provision for the future, but to determine in advance that certain lines of instruction of practical advantage in the development of this new country should be given prominence.

The following remarks made by a delegate from Washoe County will serve somewhat to illustrate conditions, educational and otherwise, which existed in Nevada forty-six years ago when our Constitution was under consideration and the future university under discussion: "I do not anticipate as much advantage from a state college as other gentlemen seem to. It is true that we appear to have peculiar facilities here for a mining college—more, probably, than in any other place in the world—and if everything here proposed were going to that, I would be strongly in favor of it. But when we come to speak about establishing a college in general, in which the ordinary branches of a collegiate education are taught, I must say, while I would be very glad to see it prosper, I have but little faith in it. It is too easy to reach other regions, where grass grows, to be trodden under the feet of the pupils, and trees to wave over their heads and where they do not have to drink in alkali, like the bitter waters of Marah."

We may forgive the then representative of the county in which is now the seat of the University for the views he expressed, for he was the only "tenderfoot" in the convention, having come to Nevada from "Back East" (Minnesota) only the year previous, and his faith was not yet well grounded. He had still to learn that the sagebrush was holding but temporary occupancy of the soil until, under the wise plan of the Creator of the Universe, it should surrender permanent possession to the corn of nourishment, the wine of refreshment, and the oil of joy. Then, too, those remarks were made four years before the City of Reno had its birth. Doubtless none of those pioneer State-builders in their most vivid imagination ever pictured a scene of beauty such as we see here today. The green verdure is here to be trodden under the feet of the students, the trees to wave over their heads, pure water to drink, fresh from Nature's reservoirs of snow, and, surrounding all, the eternal mountain peaks, ever an inspiration to higher thoughts, to nobler deeds, to greater aspirations.

Nevada fulfilled the political purpose which brought about its creation. It did more. The half billion dollars of precious metals which it turned into the lap of the Nation during the years of the war and in the decade immediately following, not only went far to maintain the credit of the country and enable it to resume specie payments at least a decade sooner than it otherwise could, but the precious metals from Nevada mines have played no small part in the progress of the world. It is impossible to estimate or even imagine what has

been accomplished, is being accomplished, and will continue through all time to be accomplished by the gold and silver which Nevada's mines have produced. We know something of what a portion of that wealth has accomplished under the direction of one master-mind, that of John W. Mackay. We know how he, through its medium, has brought the people of all nations into closer communication and in closer relations, and how, through that same medium, his son and successor is today extending that great instrumentality of civilization. Gold and silver coins may be regarded as the red and white coruscules of the life-blood of the world, and Nevada has been, and still is, one of the great storehouses of the life-giving element.

Such, in brief, has been the general history of our State. It is a history of which no Nevadan need ever be ashamed, but on the contrary may be one of just pride. Small in population as Nevada is, its influence has been potent in the affairs of the Nation and the world at large. It has freely yielded to the world the millions of dollars in precious metals its mines have produced. They, by their inherent properties, belong to the world. The great Architect of the Universe placed them in our hills for a purpose, and that purpose was a larger one than can be bounded by States or countries. We could not hold them if we would; we would not if we could. While our wealth of metals was not ours to keep, there was provided a compensation for their loss. Nature lavishly gave others of her choicest gifts, but she made such disposition of some of them that before they may be fully possessed and enjoyed there must be expended the highest order of man's energy and genius—conditions which make for a people the strongest, noblest and best in character.

The history of the State has been the history of this University, one of struggle against obstacles, one of triumph over difficulties. As our State came into existence, that there might be written into the organic law of the Nation the truth, enumerated in the Declaration of Independence, that all men are endowed by the Creator with the inalienable rights of life and liberty, so this University came into existence as a natural sequence of Statehood, impressed with the responsibility that, so far as the people of this State were concerned, it should be the means of transmitting unimpaired to future generations an appreciation of the high responsibilities which they owed to the State, the Nation, and to humanity in general.

"Peace hath her victories no less than war," is a familiar quotation. While we owe our existence to war, our triumphs must be in peaceful struggles to attain our highest development.

To one who has watched the growth of this University from the beginning, today is one of deep significance, both to the University and to the State. One cannot be a witness of the proceedings of this day without absorbing a renewed confidence for the future of Nevada, and having a feeling that in this University lies the fountain-head for the future greatness of the State; that from here is to come an influence all-potent for development to a higher plane, socially, morally, and materially.

It is on occasions of this kind that we note progress. Some of

us here today know full well what this University has accomplished during the past twenty-five years. Some there are who enrolled their names as students twenty-five years ago. The number was not large. Few, if any, had any conception of what a university or college was like. The faculty was small, and the material was the rawest of the raw. It was the planting of the acorn. The faculty taught what they could best teach, and the students absorbed to the best of their ability what was offered for their consumption. The pioneer students had inherited not a little of the characteristics of their pioneer parents, and not the least of the most valuable lessons they learned was that of making the best of conditions as they existed. The students somehow managed to get a good deal of what they needed most. While the course of study necessarily had its limitations, it was practical and suited to the needs of the students and the conditions of the State. From the beginning the graduates of this University have been able to hold their own in competition with their brothers from the more noted colleges in the practical affairs of life requiring technical training, skill and ability. Possibly we may not for some time produce a graduate who will become distinguished in literature or art. I hope we shall, and there is no reason why we should not. If, however, we produce graduates who will solve the problem of reclaiming the sagebrush valleys of Nevada, and making them the abode of a prosperous people, the University will have achieved something of the success its founders hoped for. Some of our graduates have already grappled with that problem, and they intend to succeed. The dramatist put in the mouth of Cardinal Richelieu the words: "In the bright lexicon of youth, there is no such word as fail." So be it. The graduates of this University are all in the youthful class.

The students who graduated during the first years of this University, before it could be said to be equipped to do the real work of a university, received an education which enabled them to successfully engage in the battles of real life. All realized they were deficient in many particulars. They learned later, thanks to the embryo faculty, that they had acquired a good foundation in many of the subjects that this busy workaday world uses in the practical affairs of life. While their opportunities were limited for delving into the classic realms of the dim and distant past, by the agency of the unburied dead, they grasped the things the knowledge of which made for success in the expiring years of the Nineteenth Century and the beginning of the Twentieth.

The later graduates, time considered, have been doing as well as their predecessors. All over this State and outside of the State they have been and are doing first-class work. This leads me to the conclusion that this University has been and is now fulfilling the wise purpose designed for it by the framers of our Constitution. It is a practical university. When the pioneer founders of this State embodied in the Constitution a provision that a university should be established which should embrace departments of mining, agriculture and mechanic arts, I believe they builded better than they knew.

They intended that the University should be a practical university; that primarily it should fit the young men and women of Nevada with the means of making a livelihood in this busy, material age, when civilization was being promoted by science and industry faster than it ever had been in the classic ages of old; that it should be, first of all, an aid to the State in solving the fundamental problems of state development which only minds, trained in the modern arts and sciences, could solve. This University doubtless will never have great numbers of students. It may never be famous as a seat of classic learning. But it can be the most practical university in America. We owe it to our honored benefactors as well as to ourselves to make the Mackay School of Mines the best mining school in the world. The University can and must be second to none in the instruction it is enabled to impart in agriculture and all the applied sciences. In addition to this it must be able to impart a liberal education in English, the modern languages, in literature, history, and the science of government. For those who feel they must have them, and for those who really need them, I hope the opportunity may always exist for the pursuing of a study of the dead languages, providing, always, that the student body shall never be compelled to sacrifice a greater means of knowledge of the living present, to gain a superficial conception of these scholastic heirlooms. I have no fear, however, that the occasion will ever arise which shall find justification for a graduate of this University to return to his Alma Mater and say, as did one of the most distinguished graduates of Harvard, in delivering the Phi Beta Kappa oration at that university but three years before this University was established in Reno, say:

I am glad that I came here, and glad that I took my degree. But as a training-place for youth to enable them to engage to advantage in the struggle of life, to fit them to hold their own in it and to carry off the prizes, I must in all honesty say that, looking back through the years and recalling the requirements and methods of the ancient institution, I am unable to speak of it with all the respect I could wish. Such training as I got, useful for the struggle, I got after instead of before graduation, and it came hard; while I never have been able—and now, no matter how long I may live, I never shall be able—to overcome some great disadvantages which the superstitions and wrong theories and worse practices of my Alma Mater inflicted upon me.

And not on me alone. The same may be said of my contemporaries, as I have observed them in success and failure. What was true in this respect of the college of thirty years ago is, I apprehend, at least partially true of the college of today; and it is true, not only of Cambridge, but of other colleges, and of them quite as much as of Cambridge. They fail properly to fit their graduates for the work they have to do in the life that awaits them.

Concluding the oration, "The Study of Greek as a College Fetic'h," in which the foregoing is an example of many similar expressions.

Charles Francis Adams, Jr., scholar, lawyer, soldier, railroad president, overseer of Harvard, conspicuous member of one of America's most illustrious families, said:

I shall hold that I was not myself sacrificed wholly in vain if what I have said here may contribute to so shape the policy of Harvard that it will not much longer use its prodigious influence toward indirectly closing for its students, as it closed for me, the avenues to modern life and the fountains of living thought.

Such were the views of a graduate of the first college in America, as he looked back over thirty years of a most active life. The oration created something of a sensation in the educational world of America at the time and started something of a revolution in the older colleges in the way of adjusting themselves to the conditions of the modern world.

This University, from necessity, was compelled to place the practical in the foreground of its instruction. It needed no revolution within itself to become abreast with conditions as they existed in the last quarter of the Nineteenth Century.

Let me not be understood as favoring a sacrifice of everything else for the practical. The college student of today needs as much, if not more than ever, a grasp upon something of the ideal. He should not, of course, be turned out a mere machine, capable only of transforming a maximum amount of the raw material into the finished product within a minimum of time. He is not to be made an automaton. He needs to acquire a taste for the best in literature; he requires a knowledge of history, and it is his duty to know something of the science of government. He stands always in pressing need of a thorough knowledge of his own language and he ought to be acquainted with one or more foreign languages, such as French, German, and Spanish. He wants an education that will not only fit him for success in his chosen vocation, but one which as well will enable him to fulfil his obligation to society.

I believe this University today comes as near fulfilling the requirements of a modern American university, so far as the needs of the great majority of students are concerned, as does most of our best colleges, and nearer, even, than some.

It is true we haven't the wealth, or the name, or the numbers of students or faculty, but we have the same access to the knowledge which the world has acquired up to this time as has any other similar institution. All colleges and all universities must draw from the same general fountain of knowledge, and the student here can drink it in under a clearer sky, in a purer atmosphere, midst the inspiration of mountains and valleys, and with the knowledge, as a spur to his faculties, that all about him lie opportunities for the display of the best that is in him.

There are some I know in Nevada who are still under the spell of the enchantment that distance and a name lends to their view. Some who it would seem cannot believe that they have within their own State a university that can do as well, if not better, for them

and for their sons and daughters as can be done elsewhere. To be a graduate of Harvard or Yale or Princeton or Columbia, or of any of the other great colleges, which have done so much to mold American thought and action, does not of itself carry any guarantee of success. This is an age when men must make good by sheer force of their ability to do at least some one thing well and, if they cannot do that, it is all the same whether their sheepskins bear the proud name of Columbia or the modest one of Nevada; they have to give way to the men who can.

The University doubtless has made mistakes. If it had not it would hardly be able to qualify as a university. The most valuable lessons of life sometimes are learned through mistakes, and what is true of the individual is true of a university. It is a matter of keen personal gratification to me that I was honored with an invitation to deliver the Commencement address upon this day, which also marks the twentieth anniversary of the graduation of the first class, of which I had the privilege and honor of constituting thirty-three and a third per cent. It is, however, a matter of far greater gratification to me as a citizen of Nevada, who has followed the course of this University from its beginning at Reno until the present day, who has with keen interest marked its progress and observed its students and graduates, to be able to say that it is all and more than its founders hoped for; that it is, above all other institutions of Nevada, the one in which her citizens can have the greatest pride; that it has reached a position of power and influence that will be the most potent force in aiding the State in achieving that high destiny which her natural resources make possible. All honor to the Regents, to our benefactors, to the faculty and presidents who have helped to make this University what it is. Of all those who have labored for this University, there is one who towers above all others; one to whom the people of this State owe a debt of gratitude they can never fully pay. I speak of the man who has been the guiding spirit of this University for the past seventeen years, who has given the best portion of his life to its upbuilding; whose heart and soul have been in it; who has brought to its aid a mind of learning, of experience and of mature judgment; and who has impressed upon it the all-potential force of a noble character—the President.

I have spoken of the University, of its history, its humble beginning and its present achievement. There is but one thing more I wish to say and I have finished. Every university must do something more than be a mere instrument to impart book-learning. It must represent the highest ideals of the State and must impress those ideals upon the State. A State must have a character the same as an individual must possess character if he is to achieve the highest success his natural abilities make possible. The University must fix the ideals for the State. They may be higher than the State can reach for some time, but the ideals must exist just the same, and gradually the State will approach them. Most of us here present expect to live and die in Nevada. We want, not only a good name for ourselves, but we want our State to have a good name.

No better people as a class live in any State in the Union than live in Nevada. The people of Nevada possess the sterling virtues. They are liberal and broad-minded, and I hope they will always remain so. I believe they will. People cannot live in a country like this and not be liberal and broad-minded. The air is too free and the skies are too clear and the mountains too inspiring for a people ever to become narrow and bigoted. But we don't have to surrender our broad-mindedness and liberality in order to command the respect of our sister Commonwealths.

We have stricken from our statutes laws that were a withering blight to our State as long as they remained. It was the University ideal that did it. If we yet have other laws that are a blot upon our State character, they, too, cannot long withstand the force of the University ideal.

Nevada holds a unique position in the Sisterhood of States. Her area is vast, her population small, her industries limited, her greatness yet to be achieved. The influences which make hard the achievement of an ideal State Government are not powerful here. It is easier for Nevada to possess a model government than any State in this Union. While we are building our State from the material side, let us look to it that our laws are wise, progressive and designed to meet the requirements of a great and prosperous people. We have been making progress in this respect, and we are entitled to be classed in the front rank of States in the matter of legislation, but we have laws that are otherwise as well as wise. One great trouble with this country, both in our national and state affairs, is that we are laboring under a great deal of undigested legislation. Government is a science that has to be studied the same as any other science. In the City of Goldfield is a mill for the reduction of ore. It is a part of a great system that modern engineering has developed. It has reduced the waste to a minimum. It is the result of investigation, of experiment, of knowledge. It is the product of trained minds who have learned how to apply natural laws to the operation of a great industry so as to achieve the highest degree of success. There is little or no waste there. In the days when the Comstock was producing its prodigious wealth, a great portion of that wealth was irretrievably lost because the science of mining had not reached that perfection which prevails today. The same inviolable laws of Nature existed then, but man had not yet grasped a complete knowledge of their application. Statutory laws are essentially man-made, and are not capable of the perfection of natural laws. Their true basis, however, is natural law, for they control man's relationship to his natural environment. The appalling thing in government, national, state, county and municipal, is the waste we see in life, health and money, either because of lack of law or the wrong kind of law or inability to administer the law as it is, or all these situations combined. The one great defect in our whole American educational system, it appears to me, is that it fails to teach the youth of this country how best to govern themselves.

We insist that to be qualified to take charge of a small school in a little country district the teacher must have taken a course of

study, passed an examination, and have received a certificate of qualification before she can begin to direct the young idea, but when it comes to selecting members of our Legislatures, or men to administer the intricate affairs of government, there seems now to be but about two essential requisites—does he stand all right with his party, and is he popular. He may come from the farm, the workshop, or the office, and he may have been a success in his vocation; he may be a man of the highest personal character, but he may know, and usually does know, comparatively nothing about the political duties and responsibilities he is about to assume. Try as hard as he will, do the best he can, he often fails to satisfy either himself or the public, and if he rises to the full grasp of his position it is only after hard study and unceasing labor to qualify himself for his position. In the meantime, if the public receives from the government fifty to sixty per cent of efficiency, it is doing reasonably well, all things considered.

Now the fault lies, to a considerable extent, with our public school system. Our schools fail, in my judgment, in the first instance to actually teach the rising generation the responsibilities of citizenship. We assume that if a pupil goes through our public schools he has absorbed enough from the general atmosphere of the schoolroom to thoroughly fit him for citizenship, without any particular instruction therein whatever. We constantly hear of the duties and responsibilities of citizenship, and none will deny that there are such. What we need is some sort of specific definition of them and then to have them taught in our schools. When this is done the professional politician who is in politics for the loaves and fishes will be out of a job. The colleges and universities of this country must come to the full realization of their responsibilities—that it is just as much their duty to train men for a profession of statecraft as it is to train men to become civil or mining or electrical engineers, to become doctors, or lawyers, or ministers. Everyone in this country who receives an education at public expense, should be required to pursue a course in the fundamentals of citizenship and government, and in addition there should be schools of higher learning for those who wish to go into politics as a life profession.

When our schools and colleges come to a realization that this is a matter for them to deal with, that it is a responsibility they must assume, then we will begin to see the day when we will have in this country ninety and ninety-eight per cent efficiency in governmental affairs, the same as we see it in great mining enterprises, like those at Goldfield, or at Tonopah, or at Ely, as we see it in the conduct of great railroad systems and great business enterprises of every character. Whatever there is to be done in America our schools and colleges must train men to do. This is an age which requires efficiency in every avenue of private endeavor. Why should it not require the same degree of efficiency in public affairs? Such efficiency will be demanded as soon as the public schools teach the requirements of citizenship as it now teaches hygiene, and as soon as the colleges

and universities train students in the science of government as it now trains them in engineering or in medicine.

The public schools and colleges everywhere must meet this demand upon them, and when they have done so they will have fulfilled their obligation to the people who maintain them. It should be one of the highest ideals of every American college and university to give to all its graduates, regardless of what profession or calling they may intend to follow, a thorough comprehension of the duties they owe to society as private citizens, and to give to those who contemplate entering upon a public life the same foundation for efficiency therein as it gives to those who enter fields of private endeavor.

And now, in conclusion, let us this day renew our fealty to this University which was conceived in the wisdom of the founders of our State, which has steadfastly pressed onward through years of trial and adversity until today it proudly wears the laurel wreath of victory. More especially let us, the alumni of this University, our Alma Mater, to which we are indebted for much that we are or hope to be, ever be zealous to aid her in her lofty ambition to extend her powers for good into ever broader fields of usefulness. May this University continue to grow in power and prestige until by virtue of a knowledge of its true worth its name will be a synonym everywhere for work well done.

O



CARSON CITY, NEVADA
STATE PRINTING OFFICE, : JOE FARNSWORTH, SUPERINTENDENT
1911

AGRICULTURAL EXPERIMENT STATION
THE UNIVERSITY OF NEVADA

Bulletin No. 73½, December, 1910

Annual Report
of the
Board of Control
for the
Fiscal Year Ending June 30, 1910

PUBLISHED BY THE UNIVERSITY OF NEVADA
RENO, NEVADA



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT

1911



AGRICULTURAL EXPERIMENT STATION
THE UNIVERSITY OF NEVADA

Bulletin No. 73 $\frac{1}{4}$, December, 1910

Annual Report of the
Board of Control
The Director
and the
Members of the Station Staff

For the
Fiscal Year Ending June 30, 1910



PUBLISHED BY THE UNIVERSITY OF NEVADA
RENO, NEVADA

Digitized by Google

BOARD OF CONTROL

THE REGENTS OF THE UNIVERSITY OF NEVADA

HON. JOHN SUNDERLAND, Chairman	Reno
HON. CHAS. B. HENDERSON	Elko
HON. A. A. CODD	Goldfield
HON. J. J. SULLIVAN	Virginia City
HON. FRANK WILLIAMS	Good Springs
HON. GEO. H. TAYLOR, Clerk	Reno

STATION STAFF

JOS. EDWARD STUBBS, LL.D., Director	Publications
P. BEVERIDGE KENNEDY, Ph.D.	Botany, Horticulture and Forestry
GORDON H. TRUE, B.S.	Agriculture and Animal Husbandry
SAMUEL B. DOTEN, B.A.	Entomology
SANFORD C. DINSMORE, B.S.	Chemistry, Food and Drug Inspection
WINFRED B. MACK, D.V.M.	Bacteriology and Veterinary Science
J. E. CHURCH, Jr., Ph.D.	Cooperative Observer in Climatology and Meteorology
C. A. JACOBSON, Ph.D.	Chief Chemist
A. A. HELLER	Assistant in Botany, Horticulture and Forestry
MILES B. KENNEDY, B.S.	Assistant in Chemistry, Food and Drug Inspection
CHARLES S. KNIGHT, B.S.	Agronomist
THEODORE W. CLARK	Superintendent of Farm
MRS. T. W. COWGILL, M.A.	Librarian
CAROLYN M. BECKWITH	Stenographer

LETTER OF TRANSMITTAL

OFFICE OF THE BOARD OF CONTROL.
NEVADA AGRICULTURAL EXPERIMENT STATION,
RENO, NEVADA, DECEMBER 31, 1910.

To His Excellency, DENVER S. DICKERSON, Acting Governor of Nevada.

SIR: The Board of Control of the Nevada Agricultural Experiment Station have the honor to submit the Annual Report of the Board of Control for the year ending June 30, 1910.

By order of the Board of Control:

JOHN SUNDERLAND,
Chairman.

GEORGE H. TAYLOR, *Clerk.*

EXPERIMENT STATION REPORT

OFFICE OF THE BOARD OF CONTROL,
RENO, NEVADA, December 31, 1910.

To His Excellency, DENVER S. DICKERSON, Acting Governor of Nevada.

SIR: We, the Board of Control of the Nevada Agricultural Experiment Station, under the Act of February 8, 1889, submit herewith our report for the year ending June 30, 1910.

There has been no change in the support of the work of the Experiment Station up to the present time. It has been supported entirely by funds from the Federal Government. We hope, however, at the next session of the State Legislature, to get an appropriation of at least five thousand dollars from the State for the work of the Experiment Station.

Under the Hatch Act the Station receives fifteen thousand dollars annually, which amount is devoted to general work in agriculture, maintenance of the Experiment Farm, and the publishing of the results of the experiments and research by the various members of the Station Staff.

Under what is known as the Adams Act, the Station has also received the sum of fifteen thousand dollars, which must be devoted to original research and investigation in agriculture and kindred subjects by the various members of the Station Staff.

We publish herewith the report of the Director, including the financial report of the Station, and the reports of the different departments of the Station.

You are respectfully referred to the accompanying reports for exact information upon the subjects treated.

Respectfully submitted,

JOHN SUNDERLAND,
CHARLES B. HENDERSON,
A. A. CODD,
J. J. SULLIVAN,
FRANK WILLIAMS,

Board of Control.

GEORGE H. TAYLOR, *Secretary.*

REPORT OF THE DIRECTOR

NEVADA AGRICULTURAL EXPERIMENT STATION,
RENO, NEVADA, December 1, 1910.

To the Honorable the Board of Control.

SIRS: In accordance with Section 1 of "An Act to amend an Act entitled 'An Act relating to public reports and repealing all other Acts in relation thereto,' approved March 6, 1901," I have the honor to make the following report of the work accomplished and the financial expenditures of the fiscal year ending June 30, 1910:

GROWTH OF THE STATION WORK

The work of the Experiment Station has increased and developed very considerably during this fiscal year. At the Twenty-fourth Session of the State Legislature of Nevada, which was held during the months of January, February and March, 1909, the Pure Food and Drug Law was passed. The control of this law was intrusted, by the Act, to the care of the Board of Control of the Nevada Agricultural Experiment Station, and the execution of the law was put in the hands of the Director of the Experiment Station.

This law went into effect on the 1st of January, 1910, and the Director put the work of the carrying out of this law in the hands of Sanford C. Dinsmore, one of the chemists of the Experiment Station. He has given almost his entire time, with the assistance of Miles B. Kennedy and Silas C. Ross, to seeing that the provisions of this Act are carried out. The State appropriated the sum of six thousand dollars for the expense of carrying out the provisions of this Act in Nevada.

So far the people in general have sought to obey the law in every particular, and only a few cases have come before the Board of Control for adjudication.

The report of the first year's work in the Department of Food and Drug Control has been published as a bulletin.

DEPARTMENTAL REPORTS

The reports of the several departments of the Station are herewith given. Each gives a complete account of the work done by the department under the Hatch and Adams Funds. These departments are as follows:

1. The Department of Botany, Horticulture and Forestry.
2. The Department of Agriculture and Animal Husbandry.

3. The Department of Entomology.
4. The Department of Chemistry.
5. The Department of Veterinary Science and Bacteriology.
6. The Department of Meteorology and Climatology.
7. The Department of the Library.

BULLETINS

The following bulletins have been published and credited to this year:

1. Bulletin No. 69, dated July, 1909. Subject: *A Report on Irrigation Laws and Litigation in Nevada*, by Henry Thurtell, formerly State Engineer, and Gordon H. True.
2. Bulletin No. 71, dated August, 1909. Subject: *Digestion Experiments on the Range*, by P. Beveridge Kennedy and Sanford C. Dinsmore.
3. Bulletin No. 72, dated December, 1909: *Annual Report of the Board of Control*, for the year ending June 30, 1909.
4. Circular No. 1, dated July, 1909. Subject: *Glanders*, by Winfred B. Mack, D.V.M.
5. Circular No. 2, dated January, 1910. Subject: *Ice Cream*, by Sanford C. Dinsmore, Chemist in charge of Food Control.
6. Circular No. 3, dated January, 1910. Subject: *Flavoring Extracts and Soda-Fountain Syrups*, by Sanford C. Dinsmore.
7. Circular No. 4, dated January, 1910. Subject: *Coloring Matter in Food Products*, by Sanford C. Dinsmore.
8. Circular No. 5, dated January, 1910. Subject: *Inspection of Nursery Stock*, by S. B. Doten.
9. Circular No. 6, dated January, 1910. Subject: *Spraying Trees for Elm Scale*, by S. B. Doten.
10. Circular No. 7, dated February, 1910. Subject: *Labeling of Food Products Artificially Colored*, by Sanford C. Dinsmore.
11. Circular No. 8, dated May, 1910. Subject: *Artificial Coloring of Food Products*, by Sanford C. Dinsmore.

In the College of Agriculture we have published Bulletin No. 1, dated November, 1909. Subject: *Judging and Commercial Grading of Small Grains and Hay*, by Charles S. Knight, B.S.A.

ELKO COUNTY DRY FARM

The legislative Act, approved March 2, 1909, established an Agricultural Experiment Dry Farm in the northeastern part of this State for the purpose of making experiments and diffusing information in agriculture, horticulture and gardening in the semiarid portions of the State. This Act appropriates ten thousand dollars for the expenses of the farm. Unfortunately the farm did not pass into the possession or under the

control of the Board of Regents of the University of Nevada until the latter part of the month of April, 1910.

The Director gave the management of the farm to Gordon H. True of the Department of Agriculture and Animal Husbandry, and he, with the assistance of Charles S. Knight, Assistant Professor of Agronomy, has taken care of the work and control of the farm in a thoroughly scientific, as well as practical, manner. The season was too far advanced to put in any crops this year or by the time this report is published.

STATION LIBRARY

The Station Library has grown very rapidly and now possesses quarters of its own, which were built as an annex to the Hatch Experiment Station building.

FINANCIAL REPORT OF NEVADA AGRICULTURAL EXPERIMENT STATION, 1909, U. S. DEPARTMENT OF AGRICULTURE, OFFICE OF EXPERIMENT STATIONS

Nevada Agricultural Experiment Station

IN ACCOUNT WITH

The United States Appropriations, 1909-1910

	Hatch Fund	Adams Fund
<i>Dr.</i>		
To balance from appropriations for 1908-1909.....	0	0
Receipts from the Treasurer of the United States, as per appropriations for fiscal year ended June 30, 1910, under Acts of Congress approved March 2, 1887 (Hatch Fund), and March 16, 1906 (Adams Fund).....	\$15,000.00	\$13,000.00
<i>Cr.</i>		
Abstract		
By salaries.....1.....	\$7,221.45	\$8,204.82
Labor.....2.....	3,638.75	276.87
Publications.....3.....	1,348.61	
Postage and stationery.....4.....	230.97	15.82
Freight and express.....5.....	304.63	287.01
Heat, light, water and power.....6.....	129.00	28.05
Chemical supplies.....7.....	32.32	1,050.30
Seeds, plants and sundry supplies.....8.....	633.69	417.75
Fertilizers.....9.....	56.75	0
Feeding stuffs.....10.....	123.00	42.40
Library.....11.....		10.28
Tools, implements and machinery.....12.....	0	0
Furniture and fixtures.....13.....	0	92.50
Scientific apparatus.....14.....	65.10	747.82
Live stock.....15.....	250.00	0
Traveling expenses.....16.....	169.15	129.50
Contingent expenses.....17.....	55.00	0
Buildings and land.....18.....	741.58	587.52
Balance June 30, 1910.....	0	1,109.36
Total.....	\$15,000.00	\$13,000.00

REPORT OF NEVADA EXPERIMENT STATION

ABSTRACT 1—SALARIES

	Hatch Fund	Adams Fund
a. Director and other administrative officers; clerks. No. 3.	\$2,182.67	0
b. Scientific staff (8).....No. 8.	3,078.38	\$7,604.86
c. Assistants to scientific staff (3).....No. 3.	1,960.40	599.96
d. Special and temporary services.....		0
Total	\$7,221.45	\$8,204.82

ABSTRACT 2—LABOR

	Hatch Fund	Adams Fund
a. Monthly employees.....	\$2,265.00	0
b. Daily employees.....	1,364.75	\$248.75
c. Hourly employees.....	9.00	28.12
Total	\$3,638.75	\$276.87

ABSTRACT 3—PUBLICATIONS

	Hatch Fund
a. For printing three bulletins—No. of pages 198 (total edition, 11,500)	\$1,209.50
b. For printing Annual Reports—No. of pages 136 (total edition, 3,000)	0
c. For envelopes for bulletins and reports.....	0
d. Other expenses.....	139.11
Total	\$1,348.61

ABSTRACT 4—POSTAGE AND STATIONERY

	Hatch Fund	Adams Fund
a. Postage.....	\$48.00	
b. Stationery.....	61.72	\$15.82
c. Telegraph and telephone.....	121.25	
Total	\$230.97	\$15.82

ABSTRACT 5—FREIGHT AND EXPRESS

	Hatch Fund	Adams Fund
Freight and express.....	\$304.63	\$287.01
Total	\$304.63	\$287.01

ABSTRACT 6—HEAT, LIGHT, WATER, AND POWER

	Hatch Fund	Adams Fund
a. Heat.....	\$53.40	
b. Light.....		\$28.05
c. Water.....	75.60	
d. Power.....		
Total	\$129.00	\$28.05

ABSTRACT 7—CHEMICAL SUPPLIES

	Hatch Fund	Adams Fund
a. Chemicals	\$20.40	\$987.28
b. Other supplies.....	11.92	63.02
Total	\$32.32	\$1,050.30

ABSTRACT 8—SEEDS, PLANTS, AND SUNDRY SUPPLIES

	Hatch Fund	Adams Fund
a. Agricultural.....	\$313.08	
b. Horticultural.....		
c. Botanical	88.22	\$52.80
d. Entomological	88.65	
e. Mt. Rose	105.72	321.49
f. Veterinary	38.02	43.46
Total	\$633.69	\$417.75

ABSTRACT 9—FERTILIZERS

	Hatch Fund	Adams Fund
Purchase of fertilizers.....	\$56.75	
Total	\$56.75	

ABSTRACT 10—FEEDING STUFFS

	Hatch Fund	Adams Fund
Purchase of feeding stuffs.....	\$123.00	\$42.40
Total	\$123.00	\$42.40

REPORT OF NEVADA EXPERIMENT STATION

ABSTRACT 11—LIBRARY

	Hatch Fund	Adams Fund
Small purchases.....		\$10.28
Total		\$10.28

ABSTRACT 12—TOOLS, IMPLEMENTS, AND MACHINERY

	Hatch Fund	Adams Fund
a. New purchases.....		0
b. Repairs.....		0

ABSTRACT 13—FURNITURE AND FIXTURES

	Hatch Fund	Adams Fund
Porcelain refrigerator.....		\$80.00
Sundry small items.....		12.50
Total	0	\$92.50

ABSTRACT 14—SCIENTIFIC APPARATUS

	Hatch Fund	Adams Fund
Polariscope		\$220.70
Thermometer		59.77
Meteorograph.....		234.30
Camera		60.00
Apparatus (consolidated).....		173.05
Thermometer tubes.....	\$12.00	
Bellows and box, finder and tank developing outfits.....	45.67	
Maximum and minimum thermometers.....	7.43	
Total	\$65.10	\$747.82

ABSTRACT 15—LIVE STOCK

	Hatch Fund	Adams Fund
Horses.....	\$250.00	0

ABSTRACT 16—TRAVELING EXPENSES

	Hatch Fund	Adams Fund
a. In supervision of Station work.....	\$35.15	
b. In connection with investigations under the Adams Act.....	44.50	\$129.50
c. For other purposes connected with Station work.....	89.50	
Total	\$169.15	\$129.50

ABSTRACT 17—CONTINGENT EXPENSES

	Hatch Fund	Adams Fund
Membership in Association of American Agricultural Colleges and Experiment Stations for 1909-10.....	\$15.00	
Compiling reports.....	10.00	
Auditing books and accounts.....	30.00	
Total	\$55.00	

ABSTRACT 18—BUILDINGS AND LANDS

	Hatch Fund	Adams Fund
a. New buildings.....	\$462.50	\$587.52
b. Improvements.....	279.08	
Total	\$741.58	\$587.52

SUPPLEMENTARY STATEMENT

	State appropriations	Fees	Farm products	Miscellaneous	Total
<i>Dr.</i>					
To balance on hand July 1, 1909.....			\$604.37	\$6.31	\$610.68
Receipts from other sources than the United States for the year ending June 30, 1910.....			2,945.23	7.33	2,952.56
Total			\$3,549.60	\$13.64	\$3,563.24
<i>Cr.</i>					
By salaries.....					
Labor.....					\$25.50
Publications.....					
Postage and stationery.....					37.25
Freight and express.....					223.06
Heat, light, water, and power.....					
Chemical supplies.....					
Seeds, plants, and sundry supplies.....					905.77
Fertilizers.....					101.50
Feeding stuffs.....					336.89
Library.....					
Tools, implements, machinery.....					
Furniture and fixtures.....					
Scientific apparatus.....					
Live stock.....					861.38
Traveling expenses.....					100.45
Contingent expenses.....					
Building and land.....					900.00
Balance June 30, 1910.....					71.44
Total					\$3,563.24

I have the honor to remain

Yours very truly,

J. E. STUBBS,

Digitized by Google
Director.

DEPARTMENT OF BOTANY, HORTICULTURE AND FORESTRY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit my report for the fiscal year ending June 30, 1910:

HATCH FUND

The following lines of investigation are being continued as in previous years: Flora of Nevada; in this connection besides the regular herbarium work we have begun a collection in small vials of all the seeds of our native plants; alfalfa investigations; the Station orchard, including frost-fighting investigations, which are dealt with under a separate heading; ornamental trees and shrubs, with recommendation for the introduction of many not now grown in the State; the reentering of the lumberman into the only remaining timber lands in the canyons in close proximity to Reno after thirty years' rest; a disease of alfalfa, apparently of bacterial origin.

HERBARIUM

While the herbarium has not increased so rapidly as last year, many plants have been added to it, practically all from Nevada. In round numbers, 500 specimens have been added, including valuable collections from the southern part of the State, about Logan and Moapa and from Rhyolite and Goldfield. Extensive collections were made in the mountains near Reno, and one trip was made to Summit Station and vicinity, in California. The types of five new species of *Lupinus* have been added to the collection, all from Nevada. This genus is of considerable economic importance, and is being studied by Mr. Heller as time permits.

In the early days of Nevada's history a number of types were obtained near Washoe, Carson and Virginia City, and in more remote parts of the State in 1868 and 1869 by the expedition in charge of the exploration of the 40th parallel. In order to gain an intelligent knowledge of the flora of the State, it is necessary to obtain representative specimens of these species from type locality. This work is being prosecuted as rapidly as possible.

Several inquiries concerning the identity of plants have come in from different parts of the State during the year, and have been answered satisfactorily.

The total number of specimens mounted and incorporated into the herbarium up to date is 11,190.

ALFALFA INVESTIGATIONS

As mentioned in our report for last year, we have changed our cultural methods of conducting the alfalfa investigations. We are now growing individual plants of the different varieties, and find it more satisfactory, both for the production of seed and the observance of varietal characters than when growing in rows. The few varieties were sown in the spring of 1909, and thinned out to individual plants about two feet apart. Owing to their rapid growth and spreading, we have had to thin them out again to about four feet apart.

We are not familiar with the growth of individual plants of alfalfa in other parts of the country when treated in this manner, but the growth here seems very remarkable. Plants a little over a year from the time of sowing the seed have from 300 to 400 stems to be cut by the mower from each plant. The weight of the hay from the first crop from each plant averages four pounds green, three pounds dry, differing somewhat with the variety. Taking an acre planted in this manner with the plants four feet apart, we would secure 2,722 plants on one acre, making the amount of green fodder for the first crop about five and three-quarters tons per acre and about four and three-quarters tons per acre of cured hay.

The varieties under investigation at present are the following, the seeds having been secured from the United States Department of Agriculture, and the numbers are those of the Office of Seed and Plant Introduction:

Medicago Ruthenica. (L.) Trautv. 24451.

"From northern and central Asia. Received through Professor N. E. Hansen, of the Agricultural Experiment Station, Brookings, South Dakota, while traveling as an agricultural explorer for the Department of Agriculture, December 3, 1908.

"No. 49—From the same source as No. 58 (S. P. I. No. 24456). This is a favorite wild forage for the stock kept by the Mongolian nomads of this region; should be tested in the driest, coldest parts of the Northwest, especially where the most extreme cold comes at times without snow on the ground. For a common name, Gobi Desert, Mongolian, or East Siberian alfalfa will do." *Hansen.*

"*Distribution*—A native of stony and sandy regions of Siberia, extending east to the region of Lake Baikal, and into China."

With us this failed to germinate.

Medicago Falcata. L. 23625.

"From Orenburg, Russia. Presented by Mr. W. S. Bogdan, agronomist. Received September 8, 1908."

From the seed received under this number there are two distinct forms of alfalfa, an erect, rather large-leaved form with various colored flowers blotched or variegated with pale yellow and light purple, yellow and deep purple, some almost blue, one pink shaded, and one green and light yellow. The other form seems very constant in its characters, low,

spreading, with narrow leaves, profuse bright yellow flowers, and curved but not twisted pods.

Grimm Alfalfa. 25102.

"Grimm alfalfa, so named from its introducer, was first grown in this country in Minnesota in 1858. In 1900 it had gained considerable local importance, at which time Mr. A. B. Layman, of Excelsior, Minnesota, called it to the attention of Professor W. M. Hays, then of the Minnesota Agricultural Experiment Station, who recognized its hardiness and general value for Minnesota conditions. Owing to its hardiness this alfalfa is of great value in sections where ordinary alfalfa winterkills. In addition to its remarkable showing made in Minnesota it has also proved hardy in Nebraska, Montana, North Dakota, South Dakota, and Canada." *From Bulletin 169, U. S. Dept. Agric., Bureau Plant Industry, page 24.*

An erect variety of good growth, with both pale and dark-blue flowers, seeding fairly well, some stems diseased. The objection sometimes given against Grimm alfalfa that the stems have a tendency to lodge did not seem to be apparent with this number.

Old Frankish Lucerne. 25022.

"From Oberschüpf, Baden, Germany. Secured from Mr. Ludwig Keller, Oberschüpf, amt Boxberg, Baden, Germany, at the request of Mr. Charles J. Brand. Received March 11, 1909."

A fine appearing, erect, fine stemmed alfalfa, seeding fairly well. All plants pale-flowered but one, which has exceptionally dark-blue flowers. This plant has been marked, and the seed will be saved to determine if the color character is permanent.

Sand Lucerne from France. 23394.

Not referred to in inventory.

A very tall variety with pale flowers, seeding well. One plant dark-blue.

Montana. 23454.

Not referred to in inventory.

An exceptionally heavy growth, strong stems from the crown, seeding fairly well, one plant diseased.

Elche. 22784.

"From Alicante, Spain. Procured through the consular agent at Alicante by Mr. R. L. Sprague, American Consul, Gibraltar, Spain. Received May 4, 1908."

"*Elche*—This variety, called in Spanish the broad leaved of Elche, was called to my attention by Doctor Trabut, of Algiers. It is supposed by him to be a distinct strain of alfalfa which is grown quite generally near the town of Elche, Spain." *Fairchild.*

Growth tall, but not very heavy, some plants diseased, with yellow leaves.

FROST-FIGHTING INVESTIGATIONS

The first year of experiments along the line of frost fighting indicates to us that the keeping track of the temperature, even in a small orchard, is not a very simple one. So variable is the temperature within a small area that a standard thermometer in a shelter can only give approximate records as to actual temperatures withstood by the blossoms when at a distance of fifty yards or less.

The following table gives the maximum and minimum temperatures at about the center of the orchard. The readings were taken from April 5, to June 3, 1910. In the table we have italicized the dates and temperatures recorded when the thermometer registered below freezing, 32° F.:

RECORD OF TEMPERATURES

Thermometer (U. S. Standard) taken daily about 5 p. m.

	<i>Maximum</i>	<i>Minimum</i>		<i>Maximum</i>	<i>Minimum</i>
April 5	67.5	25.0	May 5	70.0	24.5
April 6	63.0	44.5	May 6	72.0	30.0
April 7	70.0	27.5	May 7	81.0	37.5
April 8	73.5	34.5	May 8	84.0	41.0
April 9	68.0	38.0	May 9	81.5	48.0
April 10	68.0	42.5	May 10	69.0	50.5
April 11	56.0	37.0	May 11	75.0	31.0
April 12	69.0	27.5	May 12	82.0	35.0
April 13	71.0	32.0	May 13	78.0	38.0
April 14	60.5	36.0	May 14	84.0	44.0
April 15	75.0	27.5	May 15	79.0	41.0
April 16	74.0	26.5	May 16	67.0	33.0
April 17	80.0	32.5	May 17	72.0	30.5
April 18	82.0	33.0	May 18	73.5	37.0
April 19	81.0	40.0	May 19	76.0	38.0
April 20	69.5	37.0	May 20	76.0	45.5
April 21	74.0	29.0	May 21	81.0	39.0
April 22	82.0	30.0	May 22	79.0	37.0
April 23	85.5	35.0	May 23	85.0	40.0
April 24	85.0	35.5	May 24	80.0	41.0
April 25	82.0	42.5	May 25	76.0	40.0
April 26	75.0	44.0	May 26	83.0	47.0
April 27	71.5	43.5	May 27	84.0	49.0
April 28	60.0	41.0	May 28	81.0	49.0
April 29	64.0	29.0	May 29	93.0	47.0
April 30	58.0	41.0	May 30	97.0	41.0
May 1	61.0	29.0	May 31	98.0	49.0
May 2	70.5	30.0	June 1	88.0	47.0
May 3	62.0	34.0	June 2	85.0	42.0
May 4	54.0	34.5	June 3	83.0	39.0

It will be noticed that there were 14 days out of 60 on which the temperature went below the freezing point. On April 5th, although the thermometer registered 25° F., there were no blossoms sufficiently advanced to be injured by the frost. The same may be said of April 7th, with the thermometer at 27.5° F. On April 12th there were a few blossoms out, with the thermometer at 27.5° F., but it was not considered that there was sufficient out to warrant smudging. By April 15th the blossoms were well out on many of the trees, with the thermometer

registering 27.5° F. The heaters were kept going from 2:30 a. m. to 6:30 a. m.

April 16th the thermometer registered 26.5° F., and the heaters were burning from 2:45 a. m. to 6:30 a. m. April 21st there was a cold breeze from the east, with the thermometer registering 29.0° F. The heaters were burning from 3 a. m. to 6 a. m. On April 22d the thermometer registered 30° F., with the heaters going from 5 a. m. to 6 a. m. April 29th a cold wind was blowing from the west with the temperature at 29° F. The attendant failed to wake up during the night, but it is doubtful if there was sufficient frost to do much harm.

May 1st, temperature 29° F., a cold west wind; heaters burning from 4 a. m. to 6 a. m. May 2d, temperature 30° F., a strong wind from the west; heaters burning from 3 a. m. to 6 a. m. May 5th, temperature 24.5° F., cold west wind, remaining cold long after dawn. Up to this night we were able to keep the temperature so that the young fruit that had set was in good condition. With the heaters going from 2 a. m. to 5 a. m. we were able to raise the temperature to 27° F., but it is apparent that when even this temperature is kept up for any considerable length of time, great injury results. The heaters were kept burning from 2 a. m. to 5 a. m. No doubt it would have been better to have kept them burning until 7 a. m.

On May 6th the thermometer registered 30° F., and the heaters were burning from 4 a. m. to 6 a. m.

The following notes, taken on May 5th during the day, indicate the general appearance of the young fruits after the heavy frost of the previous night and early morning:

Rome Beauty. Fruit forming; apparently but little damaged by frost. Some of the younger fruits are brownish inside but green outside, the larger ones undamaged. Four trees in all of this variety, one tree showing more brown inside the young fruits than the other three.

Gravenstein. The seeds show brown, but the flesh green; 3 trees.

Jeffries. Seeds brown but flesh green; 2 trees.

Tetofsky. Many fruits apparently undamaged, as they are green throughout; 1 tree.

Rambo. Apparently little or no damage done, the seeds only slightly brown tinged or not at all; 2 trees.

Sweet Bough. Some seed cavities brown, others green, apparently in good shape; 1 tree.

Newtown Pippin. Seeds brown, other parts green; 1 tree.

Maiden Blush. Some seeds brown, but many not injured; 2 trees.

Duchess. In fair condition, many fruits apparently not damaged, others with seeds brown; 2 trees.

Wagener. Seeds brown, flesh green; 2 trees.

Early Harvest. Apparently in good condition, many young fruits green throughout; another tree with larger fruits frozen; 2 trees.

Gano. Fruit just forming, and apparently pretty fair, some cavities brown; 4 trees.

Yellow Transparent. Fruit forming, some cavities brown, with flesh green, others undamaged; 3 trees.

Early Ripe. In very good condition, some with brown seeds and flesh green; 1 tree.

On June 24th above trees were examined again, with following results:

Rome Beauty. Trees are fairly full of apples; the yield sufficient for the size of the trees.

Gravenstein. Of the three trees, one has 6 apples, one 5, and the third none.

Jefferies. No apples.

Tetofsky. No apples.

Rambo. One tree with scarcely any apples, only 5; the other with at least 200 apples. Both trees are large.

Sweet Bough. No apples.

Newtown. No apples.

Maiden Blush. One tree with 5 apples; the other with none.

Duchess. One tree with 23 apples; the other with 14.

Wagener. One with 2 apples; the other with 5.

Early Harvest. One tree with 5 apples; one with 10.

Gano. One tree with 50 apples, one with 10, one with 5, and one with none.

Yellow Transparent. The smallest tree is overloaded, containing about 300 apples; another tree has 21, and another 4 apples.

Early Ripe. No apples.

METHODS

Fifty Hamilton Reservoir Heaters were used in the acre selected for the experiment. We are not able to recommend this type of heater over the many others on the market, because we have not tried any of the others. However, so far as the heater itself is concerned, we believe that they are well suited for the purpose. Our trouble was mainly in the kind of oil. Our local oil, such as is used for heating purposes in furnaces under pressure apparently contains too much moisture for orchard work. It was known as No. 32. A method of lighting which proved successful was by placing the end of a piece of rag in the oil and then about four tablespoonfuls of gasoline, and lighting the end of the rag. The heaters were opened about five inches. The flame was about two feet at first, but slowed down on account of water in the oil.

The trees were planted May 6 and 7, 1903, with the rows $27\frac{1}{2}$ feet apart, and distance between the trees in the rows 12 feet.

The heaters were placed about three feet from the trunks of the trees, on the west side.

There are many different varieties in the acre, which is a great disadvantage when it comes to frost fighting, the blossoming period being extremely irregular.

The attendant slept in a house about a fourth of a mile from the orchard, and was awakened by means of an alarm clock at midnight and at 2:30 a. m., when he read a thermometer on the outside of the house. When it seemed necessary he proceeded to the orchard and lit the heaters. To economize labor and keep up with the routine work, the same attendant very often had to work in the daytime. This is unsatisfactory, and in future experiments a watchman should be on duty at all times during the night, whether frost occurs or not.

TIME OF BLOSSOMING

	1909	1910		1909	1910
Grevens.....	May 1	April 26	Tetofsky.....	May 6	April 26
Gravenstein.....	May 1	April 21	Wine Sap.....	May 6	April 21
Porter.....	May 1	April 26	Willow Twig.....	May 8	April 26
Newtown Pippin.....	May 1	April 25	Champion.....	May 8	April 21
Early Ripe.....	May 1	April 21	Pewaukee.....	May 8	April 26
Beitzegeheimer.....	May 1	April 26	Stayman's Winesap.....	May 8	April 26
Stark.....	May 1	April 21	Lawver.....	May 8	April 21
Lowland Raspberry.....	May 1	April 21	Bailey's Sweet.....	May 8	April 29
Delicious.....	May 1	April 21	Grimes Golden.....	May 8	April 21
Yellow Newtown.....	May 1	April 26	Duchess.....	May 9	April 21
McIntosh.....	May 1	April 21	Roxbury.....	May 9	April 26
Golden Russet.....	May 1	April 26	McMahon.....	May 10	April 26
White Pearmain.....	May 1	April 26	N. W. Greening.....	May 10	April 26
White Pippin.....	May 1	April 21	Yellow Transparent.....	May 10	April 26
Walbridge.....	May 4	April 26	Jefferies.....	May 10	April 26
Tolman's Sweet.....	May 5	April 26	Sweet Bough.....	May 10	April 27
Late Strawberry.....	May 5	April 27	Early Melon.....	May 10	April 21
Twenty Ounce.....	May 5	April 26	Apple of Commerce.....	May 10	April 26
Charlamof.....	May 5	April 21	Black Ben Davis.....	May 10	April 26
Gano.....	May 5	April 26	Early Harvest.....	May 10	April 21
Maiden Blush.....	May 5	April 26	York Imperial.....	May 10	April 21
Romanite.....	May 5	April 18	Ben Davis.....	May 10	April 26
Scott's Winter.....	May 5	April 26	Rome Beauty.....	May 12	April 26
Jonathan.....	May 5	April 21	Jeniton.....	May 15	April 29

TREES WITH NO BLOSSOMS

1909—Red Russian, Rome Beauty (name wrong), Rhode Island Greening, Red Astrachan, Smith's Cider, Fameuse, Thompkin's King, Wolf River, Chicago, Wagener, Senator, Northern Spy, Baldwin.

1910—Red Astrachan (3 trees), Rome Beauty (name wrong), Thompkin's King (2 trees), Baldwin (2 trees), Northern Spy (2 trees), Chicago (2 trees), Senator (1 tree).

HORTICULTURAL PROBLEMS

The knowledge of horticultural conditions as they exist in Nevada is in a very crude and indefinite shape at the present time. The department receives during the year a hundred or more inquiries of all sorts regarding the tonnage, number of acres devoted to fruit growing, the

varieties grown, markets, lands still unoccupied that would be profitable for fruit growing, and many other similar questions. It is well known that we bring in from other States, especially California, many hundreds of thousands of dollars worth of fruit that could be raised in Nevada if the proper localities were well known, and had been thoroughly investigated.

In the natural progress of agriculture in the State, the lower parts of the valleys have been occupied and used largely for the growing of hay, which is quite profitable, and the acre or two of orchard that has been set out is usually near the house, also situated in the valley. It is worthy of notice, however, that the few ranches that are located in the foothills and have orchards, invariably have some fruit, and usually a good crop. We are singularly unfortunate in that our Station orchard is located in a frost pocket surrounded by low elevations which make it impossible for it to escape the frost. Thermometer readings in winter and spring indicate that the temperature is ten degrees lower than on the higher elevations adjacent.

We desire, therefore, to recommend that a horticultural survey of the State be at once inaugurated, to find out how many acres are devoted to horticulture, the kinds of fruit grown, the site and the character of the land that seems to be most profitable, and the reasons therefor. It would seem necessary also, before we can demonstrate what Nevada can do along horticultural lines, that the Station acquire about eighty acres of land in the foothills of one of the valleys, and plant to apples, pears, peaches, plums, cherries, strawberries, and small fruits. In a matter of such importance, the State and the railroads, as well as the Federal Government, should be asked to cooperate and give financial assistance. Colorado has had as much to contend with in establishing a fruit industry as we have, yet she has succeeded, as there are many thousands of acres planted to orchards that ten years ago it would have been considered ridiculous to put into trees. We have similar, and in many cases less trying, conditions to meet than had Colorado, but we must demonstrate it to the people by establishing a fruit experiment station where all the facts must be carefully and scientifically recorded.

ORNAMENTALS

Crataegus—The Hawthorns

Small trees or shrubs of great hardiness, with thorny branches, bearing profuse clusters of white blossoms about a quarter of an inch in diameter. In the autumn the bright red fruits of many of the species present an attractive appearance, and this, combined with the fact that the maturing leaves assume various gay colors, make the different members of the genus desirable additions to our list of ornamental shrubs.

Notes taken on the 25th of October, 1909, after a very heavy frost,

show that the following species are to be recommended either for the fact that the leaves were perfectly green with no sign of coloring or of falling, or were highly colored:

C. appositae; *C. canadensis*; *C. Canbyi*; *C. coccoides*; *C. collina*; *C. Crus-galli*; *C. densiflora*; *C. Engelmannii*; *C. fecunda*; *C. Laurentiana*; *C. macracantha*; *C. Moleri*; *C. oblonga*; *C. stolonifera*.

The Spiraeas

A large group of showy, free-flowering shrubs of great garden value. Some species bloom early in spring, others at later intervals, and some continuously from midsummer until autumn. In addition to the Bridal Wreath, *Spiraea Vanhouttei*, commonly found in cultivation about Reno, we have several others, up to this time unknown in Nevada, that flourish here and have proved very ornamental.

Spiraea Billardi. A hardy upright shrub with brownish branches, becoming four to five feet high, leaves three or four inches long, about an inch wide, bright green above, pale or grayish beneath, flowers bright pink, produced in long dense panicles in summer. With us it begins to bloom about the middle of June.

Spiraea callosa rosea. This had not begun to bloom when the notes were taken on June 24th, but all of the ten plants were growing finely, one foot high.

Spiraea Reevesiana. This is called the lance-leaved double spiraea, and has been derived from *S. cantonensis*, a native of China and Japan. It attains a height of three to five feet, with slender, arching branches, and bears a profusion of very double white flowers.

Spiraea sorbifolia. A fine spreading shrub about two feet high, with broad, dark-green, pinnate leaves and a large cluster of creamy flowers. A very ornamental shrub, and one of the hardiest with us.

Roses

During the spring of 1909 about fifty varieties of roses were obtained from Sacramento, California. Nearly all of them flourished, sending out new growth of from six inches to two feet, and practically all of them bore flowers. In the fall they were closely pruned and covered with a mulch of manure. The winter of 1909-1910 was a very severe one, the coldest we have experienced for probably twenty years, and many old rose bushes about the city were so badly damaged that they were not able to survive. Nearly all of ours came out in good condition. The following varieties were reported dead on June 17, 1910:

Comptess Riga; Mad. Pauline Labonte; Duchess of Edinburgh; Black Prince; Prince of Bulgaria; Comptess Riga de Pasc; Cocquet de Lyon; Perle des Jardins.

On June 23, 1910, some of the most promising ones were noted, and arranged according to color:

Pink Roses—Mad. Pierre Ogre; shows a fine spreading growth of a foot; several flowers. Burbank; fine spreading growth of a foot; flowers numerous. Helen Gould; plant vigorous and a profuse bloomer. Bridesmaid; growth very fair; flowers profuse. Maman Cochet; vigorous growth of a foot; several flowers. Frances Kreuger; fine growth of eight inches; many flowers.

White Roses—Mad. Cecil Bruner; plant of short but vigorous growth; flowers abundant. Viscount Folkstone; good vigorous growth of over a foot; several flowers. Mrs. Robert Garrett; low but vigorous growth; profuse bloomer. Safrano; growth not good, but has many flowers for its size.

Yellow Roses—Soleil de Or; vigorous growth and flowering abundantly, the flowers large, salmon-yellow.

Deep-red Roses—Meteor; good growth; an abundant bloomer. Gruss au Teplitz; vigorous, and a profuse bloomer. Agrippina; good growth, and blooms rather freely. Louise Van Houtte; good vigorous growth, and a profuse bloomer. Fisher Holmes; fine growth, and numerous large flowers.

Tamarisks

These fine large, quick-growing shrubs, with feathery foliage and sprays of pink flowers, are not appreciated in this State to the extent that they deserve. Even in poor soil with considerable alkali present they thrive well. A mistake is frequently made by pruning them into trees. For wind breaks in the Truckee-Carson Project for the protection of gardens from hot winds and sand storms, we know of nothing better. We can recommend the French Tamarisk *T. gallica*, and the Indian Tamarisk.

Snowballs

One of the snowballs, the common Guelder Rose, *Viburnum opulus sterile*, is well known and common in the gardens of Reno. Its balls of snow-white flowers are usually the most conspicuous flower on Decoration Day. It is very hardy, and easily grown. We have tried a number of other species, as *Viburnum lentago*, *molle*, *plicatum*, and *tomentosum*, but their growth does not warrant recommending them.

Indian Currants or Snowberries

Handsome, hardy shrubs, with very showy berries. The western Snowberry, *Symphoricarpos occidentalis*, and the Coral Berry or Indian Currant, *S. vulgaris*, have done well with us.

The Lilacs

These shrubs are too well known to need description. We can highly recommend the white and purple varieties of the common lilac, *Syringa vulgaris*, but our experience with the Persian lilacs and many of the fancy grafted varieties indicate that they need too much care and protection in this climate to be generally planted.

Shrubby Maples

The only one of these that we can recommend at this time is the Ginnalian maple, *Acer Ginnalia*. It grows fast and dense in this climate, and to any one desiring a maple windbreak, we know of nothing better. Introduced into the State by the Experiment Station.

Siberian Pea Shrub

Caragana arborescens. This is a leguminous shrub of considerable merit, with clusters of yellow, pea-shaped flowers in spring. Our experience with it indicates that it should be planted young, as it does not stand transplanting well in this climate. Introduced into the State by the Experiment Station.

Dogwoods, Osiers or Cornels

We have tested six varieties of dogwoods, and find that only red-stemmed dogwood, *Cornus stolonifera*, and the golden-stemmed dogwood, *Cornus stolonifera* var. *aurea*, are the only ones we can recommend at this time. The large flowered dogwood, *C. Florida*, familiar to eastern people, does not do well here.

Golden Bells

These shrubs present their little yellow blossoms before the leaves in very early spring, often before the snow has left us. Both the shrub and its blossoms are immune from cold and frost. Drooping golden bell, *Forsythia suspensa*, can be highly recommended for all groups of shrubbery.

Indigo Bushes

Leguminous shrubs with feathery leaves, and sprays of violet-purple flowers in late spring. It will grow under very trying conditions of soil and moisture, and enjoys sunny situations. The species we recommend is *Amorpha fruticosa*.

Barberries

Hardy shrubs, some of them with thorny branches. They thrive in almost any kind of soil. In autumn the foliage is highly colored, and the bright red berries add much to the ornamental character of the plants. We would recommend *Berberis Thunbergi* and *B. vulgaris*.

The Deutzias

These are hardy, vigorous shrubs, thriving in almost any well drained soil, and bear an abundance of white flowers. *Deutzia crenata*, or Pride of Rochester, has very large double flowers. *D. gracilis*, a native of Japan, is also recommended.

Japanese Quince or Japonica

Hardy shrubs, with handsome flowers in early spring. They are used for hedge plants in many places, and the fragrant fruits make a delicious jelly. *Cydonia japonica*, with large scarlet flowers, does well in this climate.

The Privets

As a hedge plant, the privet is unrivaled with us. *Ligustrum ovalifolium*, the California privet, is to be recommended above all others as retaining its foliage well into the winter, and is very hardy.

Deciduous Oleasters

Elaeagnus angustifolia, the Russian olive, is a large shrub with leaves light-green above, silvery beneath, and silvery, often spiny, branches. It is a fine hedge plant, and thrives well in our climate.

Cherries

Among the large shrubby cherries we have several promising kinds. One of the handsomest is *Prunus pseudocerasus*, which in early spring sends out large deep-pink blossoms, two inches across, and bronze-red leaves. *P. utahensis*, though small, bears numerous blossoms, and the leaves become highly colored in autumn. *P. subhirtella* is a profuse bloomer, the blossoms delicately purple tinged. The leaves are very tenacious in autumn, even after heavy frosts, becoming purplish when mature.

Plums

Prunus japonica rubra fl. pl. This is a large well-rounded shrub, blooming in spring, and this season, a very unfavorable one, is producing a fair amount of fruit. The leaves remain on until late in the autumn. It is a very hardy shrub, eminently suited to our climate. *P. armeniaca* is also a hardy, rather compact shrub, the small glossy green leaves remaining on the tree after heavy frosts. *P. orthoceras* is much like the last, and equally vigorous.

Apples

The flowering crab apple, *Malus floribundus*, is very ornamental in early spring, the profuse deep-pink flower buds bursting into nearly white blossoms, while the leaves are persistent in the autumn. *M. Halliana* and *M. Toringa* are also very hardy and ornamental.

Besides the above, we have a goodly number of other shrubs and vines that promise to thrive well in this climate, but the discussion of them is reserved for an illustrated bulletin, which we hope to issue at no distant day.

ADAMS FUND

The number of species and varieties of clovers now growing under cultivation has been greatly increased this year. They are as follows:

T. repens—Commercial seed.

T. hybridum—Seed from near Logan, Cache County, Utah.

T. suareolens—U. S. Department of Agriculture.

T. tridentatum—Hood River, Oregon.

FROM CALIFORNIA

T. Beckwithii—Clover Valley, Plumas County.

T. Wormskjoldii—Pacific Grove, Monterey County.

- T. Wormskjoldii*—San Bernardino, San Bernardino County.
T. Lemmoni—Red Clover Valley, Plumas County.
T. productum—Genessee Valley, Plumas County.
T. variegatum—Pacific Grove, Monterey County.
T. polyodon—Pacific Grove, Monterey County.
T. splendens—Pacific Grove, Monterey County.
T. oliganthum—Los Gatos, Santa Clara County.
T. microcephalum—San Bernardino, San Bernardino County.
T. aciculare—Los Gatos, Santa Clara County.
T. aciculare—Pacific Grove, Monterey County.
T. obtusiflorum—Ross Station, Marin County.
T. majus—El Porto, Mariposa County.
T. majus—Mirror Lake, Mariposa County.
T. Hallii—Los Gatos, Santa Clara County.
T. Hallii—Elmira, Solano County.
T. ciliolatum—Fredalba Park, San Bernardino County.
T. ciliolatum—Elwood, Santa Barbara County.
T. ciliolatum—Los Gatos, Santa Clara County.
T. amoenum—Elmira, Solano County.
T. neolagopus—Fredalba Park, San Bernardino County.
T. dichotomum—Byron Springs, Contra Costa County.
T. albopurpureum—Los Gatos, Santa Clara County.
T. columbinum—Antioch, Contra Costa County.
T. amplexans—Lake Merritt, Oakland.
T. hydrophilum—San José, Santa Clara County.
T. flavulum—West Berkeley, Alameda County.
T. virescens—Elmira, Solano County.
T. fucatum—Byron Springs, Contra Costa County.
T. virescens—Los Gatos, Santa Clara County.
T. variegatum—Vanden, Solano County.
T. tridentatum—Pacific Grove, Monterey County.
T. aciculare—Elmira, Solano County.
T. olivaceum—Byron Springs, Contra Costa County.
T. olivaceum—Elmira, Solano County.
T. bifidum—Elmira, Solano County.

FROM NEVADA

- T. Andersonii*—Alum Creek, Washoe County.
T. macrocephalum—Alum Creek, Washoe County.
T. variegatum—Alum Creek, Washoe County.
T. spinulosum—Truckee Valley, Washoe County.
T. Harneyense—Deeth, Elko County.
T. Beckwithii—Deeth, Elko County.
T. geminiflorum—Galena Creek, Washoe County.
T. subsulimum—Deeth, Elko County.

Of the species planted last season, among the annuals *T. amoenum* and *T. obtusiflorum* made the most vigorous growth. Of the perennials, *T. productum* and *T. Wormskjoldii* are worth considering.

T. suaveolens, S. P. I. 25177. This seed surprised us by being well up above the ground and green in three days. It is certainly worthy of a trial in this region and in the southern part of the State.

The collection of seeds of native clovers now numbers forty-seven vials.

We are learning many peculiarities about the various species by watching their life history, and expect to clear up many present difficulties concerning the various characters of leaf formation as they occur within the same species in different localities.

The final work on the genus for publication will be begun as soon as we return from studying the American types of clovers in the British Museum. This latter work is contemplated this coming winter.

PUBLICATIONS

In cooperation with Professor Dinsmore, of the Department of Chemistry, Bulletin No. 71, August, 1909, has been issued, entitled "Digestion Experiments on the Range." It is the first time, to my knowledge, that digestion experiments have been carried on with native plants in the exact condition that they are eaten by the range sheep. The results indicate that it is quite feasible and that much important information concerning the nutritive value of our native forage plants can be secured in this way. Requests continue to come to the department by range owners to have the plants of their ranges investigated and reported upon.

Mr. A. A. Heller and myself are also coeditors for the botanical journal *Mühlenbergia*, published monthly, which is in the main self-supporting, and considered as issued from the University rather than from the Experiment Station.

As Chairman of the Board of Control of the Lincoln County Experiment Farm, I have had an excellent opportunity to keep in touch with the horticultural interests of the southern part of the State, a region with climatic conditions very unlike any other part of the State, and with much promise for the future development of the State along horticultural lines. Our correspondence has increased remarkably during the year, particularly along horticultural lines, which takes up one full day's time every week.

It is with much pleasure that I have to report the efficiency and faithfulness of my assistant, Mr. A. A. Heller, to whom has fallen the great bulk of the work with the herbarium and field notes in the orchard, and experimental plats. I desire to recommend that he be made Assistant Professor in this department, beginning July 1, 1910.

Respectfully submitted,

P. BEVERIDGE KENNEDY

DEPARTMENT OF AGRICULTURE AND ANIMAL HUSBANDRY

The Director

*Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit to you the following report of the Department of Agriculture and Animal Husbandry for the year ending June 30, 1910:

First, I wish to repeat the recommendations made in the beginning of my report for last year relative to the following subjects: The transfer of the farm animals from the Experiment Station to the University, the need of investigations in agricultural engineering, poultry investigations, a dairy building, and the need of clerical help in the office.

With reference to the first subject, I wish to recommend as a means of bringing about the desired change that the State Legislature be asked for an appropriation for the purchase of a University farm, together with such an additional amount as will furnish to the University a sum sufficient to reimburse the Station for the animals transferred.

I would suggest further, with reference to poultry investigations, that the amount received by the Station for the transfer of animals to the University would be sufficient to provide a modest equipment for a poultry department.

Concerning the dairy building I wish to recommend that the Legislature of the State be asked to appropriate a sum adequate for the erection and equipment of a suitable building at a cost of not less than \$25,000.

COOPERATIVE WORK—IRRIGATION INVESTIGATIONS

SOIL EVAPORATION

In cooperation with the Department of Irrigation Investigations, Office of Experiment Stations, United States Department of Agriculture, this department has continued its investigations of evaporation from the surface of the soil, the equipment of jacketed tanks used being the same as in similar work conducted last year.

Two experiments were conducted during the past year, each covering two periods of twenty-eight days, the second period, in each case, being a duplication of the first.

In the experiment known as Experiment No. 2 eight tanks were each given a surface irrigation equal to a depth of six inches of water over the whole surface. In four of the tanks the soil was cultivated to a

depth of six inches while the remaining four were given no cultivation whatever. The average loss of moisture for the tanks not cultivated was equal to a depth of 1.71 inches over the whole surface, and that from the cultivated tanks 1.3 inches, the loss by evaporation being decreased 24 per cent as result of cultivation.

In the other experiment, known as Experiment No. 3, two tanks were irrigated by surface flooding to a depth of six inches, two given the same amount of water applied in furrows three inches in depth, two in furrows six inches in depth and two in furrows nine inches in depth. All were given a six-inch cultivation. The average loss by evaporation during twenty-eight day periods was as follows: From the surface-flooded tanks, .985 inches; from the three-inch furrows, .94 inches; from the six-inch furrows, .72 inches and from the nine-inch furrows, .6 inches.

DRY FARMING

DOUGLASS RANCH

The cooperative work along dry-farming lines at Douglass Ranch in Washoe Valley has been discontinued, except that a field of alfalfa now three years old, grown with absolutely no irrigation, is being used to furnish seed for breeding work now in progress; the aim of which is to develop a hardy, drouth-resistant alfalfa. On account of the frequent changes in the management of the ranch it was found practically impossible to have the work in connection with investigations at the time and in the manner that it was needed to be done.

ANDERSON'S RANCH

During the present season dry-farming experiments are being carried on at the ranch of Mr. Soren C. Anderson of Carson City. The ranch is located about three miles east of Carson City at the foot of the Virginia Mountains. Professor Knight of this department is in charge of the work.

DUTY OF WATER

Studies concerning the relation of the amount of water used and the time of application of water to the character and yield of crops have continued through the past year and are being carried on the present season. While the results here given are in terms of duty water, the effect the different methods of application of water have upon the yield and character of grain is being made a study distinct from that of duty, and will be reported upon as such later.

VARIETY TESTS

The present season variety tests are being carried on with the following varieties of grain:

Wheat—White Australian, Kubanka, Pesterboden, Crimean, Turkey Red, Roumanian.

Barley—Beardless, Two-rowed Manshury, Tennessee, Black Hullless.

Oats—Siberian and Sixty Day, Einkorn, Spelt, Emmer.

Flax; also several varieties of millets and sorghums, both saccharine and nonsaccharine, and sugar beets. Six varieties of potatoes are being grown.

GRAIN WITHOUT IRRIGATION

There is a small piece of land on the Station Farm above the ditch which has not been irrigated for years. This was plowed in the fall of 1907, lay fallow through the summer of 1908, and in the spring of 1909 was seeded to Kubanka wheat. The soil is a very heavy clay not at all adapted to dry farming, but representative of the foothill region of the Truckee Valley. In addition to lying fallow it was given the requisite cultivation after the infrequent rains. While growing the crop promised well, and a Utah dry farmer seeing the field late in May thought it would produce at least fifteen bushels of grain to the acre. When harvested but four bushels per acre were obtained.

POTATOES

In addition to conducting a variety test of potatoes, as mentioned above, an experiment is being carried on which is intended to test the efficiency of cultivation as opposed to irrigation.

It is intended, too, to make this year's work the beginning of a breeding experiment, the object of which shall be to produce a potato giving a high yield of tubers of medium, but of uniform, size.

FIELD PEAS

Field peas are being grown this year as a grain crop to be used in feeding the sheep and hogs. In some parts of the West this crop plays a very important part in hog and sheep-feeding industries, and there seems no doubt that our farmers might add materially to their incomes by adding this to their list of staple crops and by feeding the same to either sheep or hogs, or both.

White Australian Wheat

Area in acres	Irrigations		Applied depth in feet	Yield in pounds	Yield per acre in bushels	Yield per acre-foot water in bushels
	Before heading	After heading				
One-fifth.....	3	2	2.555	462	38.5	15.06
One-fifth.....	3	1	1.835	408	36.0	19.61
One-fifth.....	2	3	2.185	478	39.8	18.22
One-fifth.....	2	2	1.892	246	40.5	21.38
One-fifth.....	2	1	1.579	463	36.9	22.85
One-fifth.....	1	3	1.665	412	34.3	20.61
One-fifth.....	1	2	1.379	412	34.3	24.82
One-fifth.....	1	1	1.146	381	31.8	27.65
One-tenth.....	None	None	None	87	14.5	
One-tenth.....	None	None	None	68	11.3	

Siberian Oats

Area in acres	Irrigations		Applied depth in feet	Yield in pounds	Yield per acre in bushels	Yield per acre-foot water in bushels
	Before heading	After heading				
One-fifth.....	3	2	2.006	422	65.9	32.30
One-fifth.....	3	1	1.468	482	75.3	51.30
One-fifth.....	2	3	2.139	526	82.2	38.42
One-fifth.....	2	2	2.099	478	74.7	35.60
One-fifth.....	2	1	1.396	438	68.4	49.00
One-fifth.....	1	3	1.807	412	64.4	35.60
One-fifth.....	1	2	1.413	363	56.7	40.10
One-fifth.....	1	1	0.918	415	64.5	70.23
One-tenth.....	None	None	None	60	18.7	
One-tenth.....	None	None	None	42	13.2	

Kubanka Wheat

One-fifth.....	1	2	1.447	379	31.5	21.70
One-fifth.....	1	1	.767	375	31.2	40.70
One-fifth.....	1	None	.520	258	21.5	41.30
One-fifth.....	None	1	.639	226	18.8	29.40
One-fifth.....	None	None	None	136	11.3	

Alfalfa

Plot	Area	Depth of water in feet	Date of cutting	Yield per acre	
				In pounds	In tons
15.....	1 acre	2.008	June 25	5,200	2.60
		0.210	July 25	3,500	1.75
16.....	1 acre	2.280	June 25	4,220	2.11
		1.204	July 25	4,240	2.12
24.....	1 acre	3.979	July 1	8,840	4.42
		1.300	Aug. 12	4,300	2.15
25.....	1 acre	2.324	July 1	7,440	3.72
		0.658	Aug. 15	4,980	2.49
26, 27, 28.....	3 acres	2.186	July 2	14,000	7.00
		1.386	Aug. 12	10,920	5.46
20.....	1 acre	2.062	July 1	9,340	4.67
		0.481	Aug. 13	4,540	2.27
21.....	1 acre	1.624	July 1	8,380	4.19
		0.702	Aug. 13	4,620	2.31
22.....	1 acre	2.829	July 2	5,500	2.75
		0.929	Aug. 14	3,700	1.85
23.....	1 acre	1.648	July 2	7,980	3.99
		0.563	Aug. 14	4,460	2.23

Roots

Area	Depth water applied	Yield	Yield per acre
1 acre	3,042 feet	21.8 tons	21.8 tons

DAIRY HERD

In last year's report the fact that a case of tuberculosis had been discovered in the herd was mentioned. Six months after the first test of the herd a second test was made and three two-year-old heifers that had shown doubtful temperatures at the previous test reacted. Two of these heifers were grades and one a pure-bred. One of the former was offered for sale for beef, subject to inspection, with the result that the carcass was passed by the Government inspectors, the only infection detected being found in one of the glands of the throat. The other pure-bred heifer, with the cow that reacted a year ago, are being kept isolated from the rest of the herd and used for breeding purposes. Thus far the progeny of these two animals are apparently perfectly healthy. Three of the calves of the older cow are in the herd, and all are in perfect health.

With one exception the grade animals of the herd have been sold for the purpose of replacing them with pure-breds.

The following table shows the year's records of the various cows of the herd since they were acquired by the Station and the best seven-day record of each.

A comparison of these records with those referred to in the following paragraphs will be of interest.

YEAR RECORDS

Name of cow	Age	Breed	Year	Pounds of milk	Pounds of butter
Lottie Gibson.....	Unkn.	Grd. Holstein....	1905	16,782.0	586.0
			1906	13,408.0	534.0
			1907	16,128.9	608.0
			1908	9,247.7	306.6
			1909	10,297.5	366.6
S. M. Aaggie Tuebie.....	10	P. B. Holstein....	1906	13,138.2	564.4
			1907	14,231.6	619.1
			1908	14,161.4	518.4
			1909	8,674.2	361.6
Tuebie Pietertje.....	6	P. B. Holstein....	1908	12,913.4	534.3
			1909	5,343.5	229.1
Prune Blossom.....	12	P. B. Holstein....	1907	9,630.4	364.7
			1908	13,031.4	456.9
Sooz	5	P. B. Holstein....	1908	7,622.8	317.9
			1909	11,382.6	456.4
April Lady of El Campo....	8	P. B. Holstein....	1908	12,590.0	506.6
Tuebie Pietertje Sarcastic..	3	P. B. Holstein....	1909 ^a	4,375.8	182.0
Sarcastic Empress II.....	3	P. B. Holstein....	1909 ^b	4,804.7	202.1
Bobolink II.....	6	P. B. Holstein....	1905-06	10,576.2	433.0
			1907-08	9,579.5	387.8
			1909	12,301.0	500.0
Turkle III.....	3	Grd. Holstein....	1909 ^c	3,797.5	112.4
Bobolink III.....	3	Grd. Holstein....	1909 ^a	6,422.2	262.0

^aSix months. ^bEight months. ^cFour months.

SEVEN-DAY RECORDS

Name of cow	Age at record made	Breed	Pounds of milk	Pounds of butter
Lottie Gibson.....	Unknown.....	Grd. Holstein.....	489.0	23.6
Stafford Mercedes Aaggie Tuebie.....	7 years.....	P. B. Holstein.....	443.2	22.6
Prune Blossom.....	9 years.....	P. B. Holstein.....	516.7	18.6
April Lady.....	8 years.....	P. B. Holstein.....	429.2	17.0
Tuebie Pietertje.....	6 years.....	P. B. Holstein.....	398.9	19.1
Sooz.....	5 years.....	P. B. Holstein.....	310.0	13.0
Bobolink II.....	18 months.....	Grd. Holstein.....	249.0	15.1
	3 years.....	Grd. Holstein.....	342.9	15.2

DAIRY SURVEY OF CARSON VALLEY

In the fall of 1909 this department conducted what we call a "dairy survey" of Douglas County, the Upper Carson Valley. All the farmers in the county who were at that time, or had been during the year, patrons of any of the three creameries in the valley were visited, and from each was ascertained the following facts concerning the management of his dairy business: The average number of cows milked during the year; breed of cows kept; breed of herd bull; number of months the herd is on pasture; cost of pasture; cost of feed per month when not on pasture; the number and the names of dairy or farm papers taken. Then, from the books of the creamery was ascertained the gross income of each herd for the year, or part of the year, that cream was sold to the creamery. This made it possible to calculate the net profit of the different herds. Inasmuch, however, as the farmers' estimates of the value of feed did not agree in all cases, the cost has been calculated in two ways: First, on the basis of each man's estimate of the cost of feeding and caring for his herd, and, second, on the basis of what we assume to be the average cost based on these individual estimates. Such estimates have been made for fifty-four herds aggregating 1,241 head of cows. While we expect to present the detailed results of this investigation for publication as a Station bulletin, the following tables give in brief some of the more important findings:

Table Showing Average Annual Income per Cow Calculated on Basis of Owner's Estimates and on Basis of Average Cost of Care and Feed in the Valley

	Owner's estimate		Average prices	
	Herds	Cows	Herds	Cows
Kept at a loss.....	4	107	10	184
Paying up to \$10.....	4	82	7	100
Paying \$10 to \$20.....	8	138	11	228
Paying \$20 to \$30.....	21	575	13	418
Paying \$30 to \$40.....	7	162	7	211
Paying \$40 to \$50.....	6	127	4	73
Paying \$50 to \$60.....	2	27	2	27
Paying over \$60.....	2	23		

*Table Showing Average Annual Production of Butter Fat per Cow by Herds—
Herds Grouped in Classes on Basis of Average Production of Fat*

Average production	Herds	Cows	Average per cow
Less than 100 pounds.....	1	20	91.80 pounds
From 100 to 125 pounds.....	3	31	114.47 pounds
From 125 to 150 pounds.....	3	73	142.89 pounds
From 150 to 175 pounds.....	5	105	159.89 pounds
From 175 to 200 pounds.....	11	209	192.55 pounds
From 200 to 225 pounds.....	7	201	220.11 pounds
From 225 to 250 pounds.....	10	284	230.12 pounds
From 250 to 275 pounds.....	6	187	264.03 pounds
From 275 to 300 pounds.....	5	79	282.69 pounds
From 300 to 325 pounds.....	3	52	317.75 pounds
Totals and general average	54	1,241	221.48 pounds

WINTER LAMBS

The experiments in the production of winter lambs for the San Francisco market have continued. Rams of the Southdown, Shropshire, and Hampshiredown breeds were used in addition to the Dorset. The Southdown ram died from bloat early in the breeding season, and the other black faces proved less prolific than the Dorset, but one Shropshire lamb and three Hampshires (one single lamb and a pair of twins) being secured. The lambs found ready market at the Palace and St. Francis hotels in San Francisco. These hotels paid 40 cents a pound for the lambs used at Christmastime, at the same time buying California-grown lambs at a considerably less price. This is the first time during the four years that we have sold lambs in the city that there have been California lambs on the market. These came from one of the San Joaquin ranches of Miller & Lux.

PURE-BRED SHEEP

Small breeding flocks of Shropshire, Hampshire, Southdown, Dorset Horned, and Cheviot breeds have been established. The Shropshire ewes are from the flocks of Berry and Parton in England, the ram of Kellocks's breeding; the Hampshires from the Cholderton Hall flock of H. C. Stevens. The Southdown ewes are from the University of Wisconsin flock, and the ram imported from the flock of C. Adeane, Babraham, Cambridge, England. The first purchase of Dorset ewes was from Tranquility Farm, New Jersey, and imported ewes have been added to the flock this summer. Cheviot ewes were bought from the University of Wisconsin, and the ram from George Parnell of Indiana.

SWINE

The small breeding herd of Berkshires has been maintained.

This department has also entered into cooperative work with the Department of Veterinary Science in the production of cholera serum. Purchases of hogs for this work have been made from the receipts from

livestock sales, and the cost of extra care and feed has been met in the same way. This work is of such importance that an appropriation of funds from some other source should be made for its support. One thing very much needed in connection with this work is sanitary pens in which to keep the animals used in serum production.

HORSES

During the year the three-year-old Percheron stallion, King Cole 50344, was sold to Mr. John Matley of Reno for \$1,200. This colt was raised on the farm, the product of one of the farm team. Four other young Percherons remain—a pair of mares four and five years old, a yearling stallion, and a filly foal.

The sale of this colt illustrates how the use of high-class mares for farm work may be made a source of profit. We are told that in the home of the Percheron race of horses—Le Perche, in France—the majority of the high-class horses sold for export are raised, just as this horse was raised, from the work mares on small farms. Many of the famous breeding districts of the old countries are no larger than one of our Nevada valleys. The suggestion is obvious.

Respectfully submitted,

GORDON H. TRUE.

DEPARTMENT OF ENTOMOLOGY

The Director,

*Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit the following report for the year ending June 30, 1910:

METHODS OF WORK

The Open-Air Insectary.

The insectary, of which figures and photographs were submitted in the last annual report of this department, has proven very successful: for, to a larger extent than was anticipated, the conditions within the insectary approximated those out of doors. The only failing seems to be a lack of sunlight, which is due in large part to the location of the insectary on the west side of the Station building where the plants within it fail to get the morning sun.

The plan followed is, of course, to keep plants, shrubs, and small trees growing in the insectary plant-beds so that on them insects may be kept under observation throughout a period of many months or even years. One peculiar phase of this work, however, is that in many cases insects not desired for observation have invaded plants on which other species were being watched, often with most harmful results. For instance on an apple tree on which a few colonies of San José scale were under observation there appeared mites, aphides, and root lice in such numbers that it was difficult to destroy the invaders without seriously disturbing the insects under observation. The tree itself, indeed, finally succumbed, terminating the matter most disastrously.

An improvement to this insectary will consist in the installation of metal breeding cages which may be made units for observation, shutting out undesirable insects from those portions of the insectary and preventing a loss of specimens or the spread of injurious insects to fields and orchards outside.

It seems likely, moreover, that in the screened-in insectary it will be possible to exhibit many living insect pests to students and to others interested.

Photographic Records.

An advance in laboratory methods has been made through the completion of apparatus for keeping photographic notes and records of insects within the insectary or the laboratory. The essential point in which this mechanism differs from other existing types is the fact that the camera used is connected, not to the compound microscope, but to

the simple dissecting stand. The great advantage of this connection is that it does away with tube reflections from the body-tube of the instrument, and at the same time allows the objective employed to cover its full field without the loss of that part of the image usually cut off by the body-tube of the compound microscope.

Another important feature of the newly arranged mechanism is its provision for means of illuminating the shadow side of the object to be photographed. This is accomplished by means of a reflector made of a narrow strip of mirror whose surface has been ground with emery. This ground mirror softens and diffuses the reflected light, bringing out detail in the shadows without destroying the roundness of the image.

Of course, with such opaque objects as seeds and minute insects the magnification is limited to a few diameters. The mechanism in question works, in fact, between one and fifteen diameters.

INSECTS OF THE YEAR

The San José Scale.

For many years this insect has been a common pest of apple and pear trees in western Nevada. It seems to have been distributed largely from an old nursery orchard which once stood in what is now the northern part of the city of Reno. Long ago the nursery was divided into town lots and sold; and the apple trees on it were in part removed; but some of them still stand, scale-infested as they have been for twenty years, yet to all outward appearance healthy. Of course, they are not growing under orchard conditions now, nor are they fruit-bearers except in occasional favorable years. They are, in fact, shade trees, and unpruned and unsprayed they remain completely scale-infested and yet healthy and sturdy as far as the eye can tell. The bark is encrusted with scales, but the foliage is dark-green and glossy, and the trees have an appearance of sturdy, vigorous growth. Even fire blight has failed to kill some of these old scaly apple trees.

The Oyster-Shell Bark Louse.

Since many years before 1896 this species has occurred in the Carson Valley, becoming a common pest of lilac bushes and poplars. On the Lombardy poplars, the commonest poplar in the Carson Valley, it seems to be scarcely more than an incidental parasite of the lower limbs of the tree. On lilacs and other shrubs it is much more destructive and common. It has spread from Carson City out along the willows which line the banks of irrigation ditches until it has reached Franktown and points even further north. It is only a question of time, in fact, when this insect will reach the Truckee Meadows and become one of our established insect enemies.

It is now found in the Lewers orchard and in other orchards in the vicinity of Franktown, but, thus far, it has not been observed upon apple trees in that region, although increasingly common on the willows

along the little creeks from which the orchards are irrigated. As the species does attack apple trees and is capable of doing considerable damage, it will be kept under observation.

The European Elm Scale.

This insect has spread rapidly through the residence streets of Reno, and has become fully established on the cork elms and the American elms which are the most important shade trees of this region. It probably reached the height of its destructiveness in the summer of 1909; and it is quite likely that it will be a little less destructive hereafter.

The means of control advised in former bulletins and reports have been found efficient where properly applied. Spraying with insecticide, notably the oil emulsions, was very general in the spring of 1910. Unfortunately, however, very much of the spraying was done by unskilled workmen with a poor equipment of hose, nozzles, and pumps. The nozzles, especially, were often of the Bordeaux type and unsuited for use with the oil emulsions, which should be thrown on the bark in a finely diffused misty spray. A much more serious side to the matter, however, was the fact that the men spraying for hire did not understand the importance of following directions exactly. Instead of using the oil emulsions in a strength of one gallon of emulsion to fourteen gallons of water, they used, not fourteen gallons of the inexpensive water, but twenty gallons, or even fifty, so that the mixture often failed entirely to get the desired result. This has given the practice of spraying in this city a bad name.

It will be advisable, hereafter, for the city to license all parties engaged in the pruning and spraying of trees and to appoint an inspector to examine the materials used and the methods of their application, thus seeing that only effective materials are made use of and at effective strengths and that the work is done thoroughly. As long as the spraying remains in the hands of irresponsible parties working without skilled supervision it will not be well done.

A large number of tests of methods of washing elms made in the spring and summer of 1910 show clearly that on trees of moderate size it is easy to wash the scale away with a strong stream from a garden hose. Where the elms are larger, the work becomes increasingly difficult. A group of trees on the northeast corner of Center and Ninth Streets in Reno was selected for a test of the effect of washing with the strong stream. The trees in this group were smooth-barked elms from twenty-five to thirty-five feet high. Before washing they were pruned into a fairly open and spreading form to give easy access to the stream, then washed.

The apparatus consisted of a hundred feet of garden hose, a piece of three-quarter-inch galvanized iron pipe connected to the hose at one end

carrying a brass nozzle of small circular opening at the other. With this apparatus it was possible to deliver a strong and effective stream to a height of thirty feet above the ground.

The washing required about one hour's work to the tree. It was completed just before the leaves appeared. The male scales had then all left their cocoons and the females were beginning to be engorged with sap. The trees were most completely infested. Even the upper surfaces of horizontal branches were covered, a most unusual situation. The washing was effective to a large extent in that it took off the larger portion of the scales. Still, many escaped, so that a second washing was necessary, and this was given after the leaves appeared and before the females had given birth to young. One tree, the worst infested in the group, was even given a third washing in which the operator climbed into the tree and directed a stream downward upon the upper surfaces of the horizontal limbs.

Exclusive of the time employed in pruning, these elms received from one to three hours apiece in washing according to the number of washings given. The result was that they are now very free from scale, although in the past winter every square inch of bark on twigs and limbs seemed scale-covered.

Much may be said in favor of washing with a strong stream of water as a means of ridding elms of this scale. Washing should not be considered a makeshift method, cheaper than spraying. If done thoroughly and systematically, it will prove fully as expensive; but the washing away of the female scale insects in the early summer before they have had a chance to produce young should be regarded as a matter of tree hygiene rather than of tree medicine.

The Codling Moth.

Owing to frosts in 1908 and 1909 there was such a small crop of apples that the codling moth almost disappeared from the infested orchards. This made material for study so scarce that it was almost impossible to make progress in the study of the parasites of this insect. At present, however, there is good reason to think that the codling moth will become reestablished, and with favorable weather conditions in 1910 and 1911 that it will be possible to continue studies of its parasitic and predaceous enemies. When the second brood of codling moths appear in midsummer of the present season, they will probably be sufficiently numerous to furnish an opportunity for the reestablishment of their parasites.

Ants.

A species which has made much trouble in previous years is again abundant and troublesome. By many people it has been mistaken for the Argentine ant, which does not occur here and probably will not, although it is becoming common in the cities around San Francisco Bay.

The species which has attracted attention here is *Tapinoma pruinosum* or a species of *Tapinoma* closely related to it. It nests under houses and in lawns and gardens, and invades pantries and food supplies.

Working under the direction of this department, Mr. Cecil Creel of the class of 1911, Agriculture, has made a number of demonstration experiments of ways of keeping insects in control. The sugar-sponge method recommended by Professor J. B. Smith of New Jersey, in which sponges soaked in sugar syrup are placed in ant-infested situations, was tried. The sponges were usually exposed for a few hours until covered with ants, then soaked in boiling water and washed out in soapsuds, filled again with the syrup and replaced. Ants were destroyed in large numbers. This method seems to require persistent work and attention for two or three weeks, after which the workers in the ant colonies become so reduced in numbers that the colony languishes and finally perishes.

Poisons of syrups and Paris green proved not highly attractive. Pans of the poisons were exposed under the houses and so arranged that the ants had free access to them. It was not possible, however, to tell how many ants were poisoned, as they did not die in the immediate vicinity of the pans.

On the whole, repellants proved the most useful. Mr. Creel found that by painting with crude oil all cracks from which ants issued around sinks and in pantries he could prevent the ants from entering. In one instance he found that the ants were nesting wholly outside the house in the lawn and in garden beds, and that they entered the house through cracks just above the foundation. By painting the upper edge of the foundation with a narrow stripe of crude oil he succeeded in so repelling the visiting ants that they abandoned the house entirely.

Mr. Creel reports that the nests of this *Tapinoma* are so scattered through so much soil that it is not possible to locate them and to destroy them.

Outworms.

The spring of 1910 was exceedingly warm; the latter part of the preceding winter unusually cold and with heavy precipitation. The frost and heavy snowfall in some of the more elevated portions of Nevada seemed to keep the alfalfa back, and reports of winterkilling were common. The unusual warmth of the succeeding spring brought out the insect enemies of alfalfa in full force at a time when the fields were in a weakened condition and not able to withstand their attacks. The Western Army worm became exceedingly abundant in isolated areas in the central portion of the State. One case reported from central Nevada is a typical example of the destructiveness of this insect. About sixty acres were entirely destroyed. When the alfalfa started to grow it promised to make a good stand of hay, except in spots winterkilled; then suddenly the new growth seemed to wilt and disappear, and the

soil was found to be infested with cutworms. They lay about an inch below the surface of the light sandy soil, coming out at night and feeding on the tenderest parts of the plant, especially the young buds, as fast as they appeared. The buds were eaten off so closely that some of the roots finally succumbed and rotted.

Here and there in the field there were spots early in June as bare as in midwinter; other whole fields were bare, and the loss of the first crop is sure to be heavy, while where the alfalfa was killed outright reseeded will be necessary. On some of the fields this had already been attempted, and the soil was covered with tiny plants of alfalfa and wheat sown together. Still the cutworms were present and were feeding at night on these seedlings, biting them off close to the ground.

There was some evidence of parasitism, and hymenopterous parasites of several species were abundant in the infested fields. Ants were destructive to the cutworms, especially early in the night. The history of previous outbreaks of this insect would indicate that it will become so parasitized by the middle of the summer that it will not prove destructive another year.

There would seem to be little chance of using insecticides for the control of this insect. In fact, the only measure of control which is at all promising is the drowning of the caterpillars. They feed only at night and are prone to wander across the furrows. Where water is abundant enough, the fields should be most liberally irrigated at night, and as many of the intruders washed down the furrows and out into the drain ditches as may be possible.

The Mediterranean Flour Moth.

This insect appeared last winter in a Nevada flour mill, covering bins and machinery with its dense webs and proving most annoying. It seems to prefer shorts and middlings to flour. It increases with astonishing rapidity.

The mill in question was infested so thoroughly that halfway measures, such as the fumigation of individual bins and chutes, were inadvisable. Acting on the advice of this department the management of the mill decided to fumigate the whole plant with hydrocyanic acid gas according to the formula recently issued by the Department of Agriculture.

The work was done under the personal supervision of Professor Sanford C. Dinsmore of the Department of Chemistry. There is good reason to believe that it was highly successful. The close construction of the mill, its general good order and cleanliness and the thoroughness of the fumigation should give a highly successful result in this instance.

The Alfalfa Weevil.

In spite of numerous reports of the presence of this insect, there is at present no reason to believe that it has appeared in Nevada. (The situ-

ation is well described in a letter from Professor Titus of the Utah Experiment Station at Logan as follows:

In Salt Lake County this year there were many hundreds of acres of alfalfa that were not cut, the weevil having held it down to four or five inches in height and then defoliating it. The loss will be tremendous.

The spread of this insect is very rapid and it will be only a question of time, and I am afraid a short time, before our best alfalfa districts will be infested. It can be spread in so many ways that you may expect to get it in on trains, or in shipments of hay or fruit, etc. We have two flights of the weevils—a spring flight of the hibernating weevils which lasts from two to six weeks, and a summer flight, covering we do not know how many weeks, of the newly emerged adults.

In another letter of earlier date Professor Titus writes further:

While the question of the importation of the weevil on Utah alfalfa seed is one that needs to be considered, it is fortunate for us at the present time that only a small amount of seed is grown in the regions now infested. However, it is possible for this weevil to enter sacks of seed threshed in the fall or from the stacks; and it could of course be easily carried from point to point in this way. I do not think at the present time that there is any real danger, but this is a matter that will need some watching in the future. The probable danger of distribution at the present time is by the weevils flying into trains passing through the infested regions.

This is a very threatening and serious means of transportation; and, as you can see, a sleeper coming from Denver over the Denver and Rio Grande, en route for San Francisco over the Southern Pacific, could easily give you the weevil at Reno. How to prevent this is entirely beyond my power at the present time.

F. M. Webster of the U. S. Department of Agriculture wrote April 11th, stating:

We have sent Mr. C. N. Ainslie to Salt Lake County and, having a most excellent opportunity to secure material here, have sent him a great number of diseased larvæ of *Phytonomus punctatus* in order to determine if it is possible to introduce the fungus *Empusa sphaerosperma*. I do not know whether it will be possible to make the introduction or not; possibly the climate of Utah will prevent it, but if it can be done, and the disease will destroy as many larvæ of the western species as it does here among the eastern species, it will afford a great deal of relief. This seems to be a case where only the Government can take it up and carry it out properly. If the experiment is a failure, then we shall know absolutely that there is no use of spending any more time or money in the effort to relieve the farmer in that way.

As there seems to be good reason for believing that the Alfalfa Leaf Weevil will soon appear in Nevada, the work now being done by the Utah Station and the specialists of the Department of Agriculture should be watched here in Nevada with great interest.

Respectfully submitted,

S. B. DOTEN.

DEPARTMENT OF CHEMISTRY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit herewith a report of the Department of Chemistry for the year ending June 30, 1910:

Last year the Department of Chemistry was divided into two branches—an analytical branch, of which Professor Dinsmore is the head, and a research branch whose work shall be exclusively under the Adams Act. In June of last year, I was elected to take charge of the chemical research of the Station, and assumed my duties about the first of the following September.

Upon my arrival I found the laboratory well equipped for analytical work, such as had been carried out by my predecessor, Professor N. E. Wilson, and now being carried on by Professor Dinsmore, but the equipment was wholly inadequate—in fact, very few chemicals and apparatus could be used for such work as I had contemplated.

It was also found necessary to have the laboratory reconstructed in order to obtain sufficient desk room, sinks, reagent shelves, balance shelves, gas and water connections, etc. Consequently one new laboratory desk, with lead sink, closets, gas and water connections, was built; one desk wholly remodeled; three large and efficient hoods, containing Kjeldahl's digestion apparatus for determining nitrogen, a large steam-evaporating bath, and sink, with gas and water connections, were built. All three hoods were supplied with thick slabs of Alberene soapstone. The small anteroom, off the laboratory, was fitted with closets and shelving to serve as a stockroom for chemicals. A large refrigerator was also installed in this stockroom. A table, containing lead sink, gas and water connections, was built in the basement, to be used for combustions in elementary analysis. Two sets of reagent shelves, one blowpipe stand, two balance shelves and a few minor fixtures were also installed.

The above improvements were not wholly completed until in February of this year.

As soon as possible, lists of chemicals and apparatus were made out and submitted for bids. The orders were placed in October, but most of the goods did not arrive until February, and a few pieces of apparatus, ordered from Europe, did not arrive until the latter part of May. These delays so seriously interfered with our work that much less progress can be reported at this time than would otherwise have been the case.

Last October Mr. Frederick C. Henriques, assistant in the chemical

department of the Rockefeller Institute of New York, came here to assist me in the laboratory. His experience well qualifies him for this work.

Two problems have been chosen for investigation: First, the relation of the nitrogen to the organic constituents of the alfalfa forage plant, with a view to elucidating the mechanism by which atmospheric nitrogen gains access into the plant structure. This is the major problem.

Second, the investigation of the toxic ingredients of some of our local poisonous plants, such as the larkspur and water hemlock. Professor Dinsmore started work on the latter problem about two years ago, but for lack of time and equipment did not carry it far enough to arrive at any definite results.

Most of our time this year has been consumed in learning the best methods of extracting and purifying certain compounds found in the alfalfa. Three what now appears to be definite chemical compounds have been isolated from the alcoholic extract of alfalfa. One resembles a phosphatide, containing phosphorus, nitrogen, carbon, hydrogen and oxygen. It contains about 77% carbon and 12.5% hydrogen, but the values vary considerably in different lots, which leads me to believe that the product is either unstable in the air, or mixed with impurities which we have thus far been unable to remove. Its behavior indicates that it contains one or more higher fatty acids. For convenience we have called this product Residue A.

Another product has been isolated, which resembles Residue A in many respects, except that it is soluble in warm acetone and ether, whereas Residue A is insoluble in these solvents. It contains carbon, hydrogen and oxygen, but no nitrogen or phosphorus. Its melting point is about 81° Cent., whereas Residue A melts two or three degrees lower. It contains 81.65% carbon and 13.94% hydrogen. This product we call Residue B. Work is now in progress upon these two substances.

We have also isolated a product insoluble in boiling 95% alcohol that was soluble in this solvent in the presence of the other substances. It is soluble in water and resembles a proteid, but no further work has been done upon it thus far. We call this product Residue C, and will reserve it for subsequent investigation.

The methods of extracting and purifying these products as well as the results and details of the analytical work upon them, will be published in the form of a bulletin or journal article.

At first we used Yocum's Copper Extractor for extracting the dried and ground alfalfa with alcohol, but we found the process so slow and tedious that I designed another form of extractor that has a capacity of two and a half times that of the Yocum's extractor and extracts four times as rapidly, with the same quantity of solvent. Its cost is only one-quarter that of the above-mentioned extractor. We have now had it in constant use for over two months with entire satisfaction.

In the course of our work we felt the need of a siphon that could be operated more conveniently than those now found on the market. This led to the construction of the "Improved Siphon," described in the June number of the journal of the American Chemical Society, of this year. Subsequently we constructed a double-bulbed separatory funnel, which, together with the siphon, will be described in the July number of the *American Chemical Journal*.

At Director Stubbs's request, Professor Dinsmore and I undertook an analysis of the "crude distillate" obtained from the dry distillation of sagebrush by the Sparling process. A factory for the dry distillation of sagebrush was contemplated for Reno, and it became necessary to know the exact products obtained from such a distillation and the yield of each. From 100 pounds of dry sagebrush, distilled in the Sparling retort, 33 pounds of a good grade of charcoal were obtained, 8.6 pounds of tar, 3.47 pounds of acid, calculated as acetic acid, or 11.12 pounds of 30% acetic acid and 2.22 pounds of 80% methyl or wood alcohol. A subsequent fractionation of two liters of the "crude distillate" gave us a good grade of commercial wood alcohol, whose yield indicates about 5 gallons of 80% alcohol per ton of sagebrush. Besides these products, a copious amount of an illuminating gas was given off during the distillation, which gave a very brilliant light for several hours, by means of a Welsbach burner.

It is my personal opinion that the success of the proposed plant is very doubtful on account of the high cost of labor and fuel in this locality, as well as the depletion of the sagebrush within the area accessible to the plant.

Respectfully submitted,

C. A. JACOBSON.

DEPARTMENT OF VETERINARY SCIENCE AND BACTERIOLOGY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit the following report, which is the fourth, from the Department of Veterinary Science and Bacteriology for the year ending June 30, 1910:

EQUINE ANEMIA

Study of the disease among horses, designated Equine Anemia in former reports, has occupied the major portion of our time. Experiments have been continued along the lines therein indicated. There have been a few cases during the year, but no extensive outbreak.

The progress of our work with this disease to August 1, 1909, was reported in a paper read before the New York State Veterinary Medical Society at Ithaca, New York, August 25, 26, 27, 1909, entitled "A Study of a Serious Anemic Disease Among Horses," which appeared in the *American Veterinary Review*, Vol. XXXVI (1909), No. 2, pp. 222-247, and in another paper entitled "A Fatal Anemic Disease Among Horses," read before the American Veterinary Medical Association at Chicago, Illinois, September 7, 8, 9, 10, 1909, and published in their proceedings for 1909, pp. 307-321. Since that date there have been no developments in this work of which we care to speak at this time.

BOVINE TUBERCULOSIS

In our last annual report mention was made of the discovery of tuberculosis in the dairy herd of Holsteins belonging to this institution. The herd has twice been tested with tuberculin, with the result that four animals have reacted and been removed from the herd. One of these animals, a pure-bred cow, eleven years old, purchased from a famous herd in another State, has been in our herd about three years. She was undoubtedly infected when purchased. The others, a pure-bred three-year-old heifer and two three-year-old grade heifers, were raised on the University farm. The latter animals were born about the time the one first mentioned entered the herd. For a time they received milk from that cow. They undoubtedly contracted the disease from her, either by feeding upon her milk or by association with her in the herd. We shall test the herd at intervals until certain that it is free from the disease.

ANTHRAX

On the bottom lands along the Humboldt, Carson and Truckee Rivers anthrax occurs with more or less frequency and has done so for some years. Occasionally we are called to diagnose it. A few cases have occurred during the year, but there has been no extensive outbreak. Our livestock owners are informing themselves regarding this disease, and, as they acquire a more accurate knowledge of its nature and cause, together with the means for controlling it, they will more effectually dispose of the carcasses of animals dead from it, vaccination will be more generally practiced, and losses from this cause will materially lessen.

GLANDERS

The outbreak of glanders referred to in our last annual report was promptly and energetically handled by the State Veterinarian and the officials of Churchill County. The mallein test was applied to a considerable number of suspicious animals, and all that were found to be glandered were slaughtered. The disease may not have been entirely eradicated from that locality, but it is certainly very materially reduced and will, we hope, cause little or no further trouble.

This method of dealing with an outbreak of infection is expensive, especially so in the case of glanders, where many of the infected animals still possess the ability to work, but it is undoubtedly more economical in the end than to temporize with it and bear the continued resulting losses. The courage and energy shown by both the local officials and the horse-owners themselves in undertaking to control this outbreak are most commendable.

By courtesy of the State Veterinarian we secured the records of the greater portion of the mallein tests made, together with other data and material which will prove of value in future dealings with this disease.

A paper entitled "Glanders" was published by us in July, 1909, for the information of our ranchmen and horse-owners and issued as Experiment Station Circular No. 1.

HOG CHOLERA

Hog cholera is one of the minor problems of livestock sanitation in Nevada. This is to be attributed to the fact that the swine industry has never attained large proportions in the State, not to a low degree of virulence. The disease appears here from time to time, presumably introduced from other States in hogs shipped here for breeding or for slaughter. When thus introduced the disease fully equals in virulence outbreaks that occur elsewhere. So severe is the disease, so heavy have been the losses from it in proportion to the number of hogs raised here, that it appears to have been an important factor in discouraging this important industry in certain localities in the State.

Heretofore we have been practically helpless in dealing with hog

cholera. There is no treatment for it; the greater part of the infected animals die. Efficient sanitary measures are difficult to achieve. With cholera once introduced into a herd it has been almost impossible to check it.

The recent discoveries of Dorset and Niles, of the United States Bureau of Animal Industry, appear to have given us, at last, an efficient method for controlling this disease. Serum prepared after their formula, while appearing to possess no curative power, undoubtedly protects hogs against cholera. This serum provides the means for suppressing the disease when it has once broken out.

Desiring to encourage the production of hogs in the State, and to protect our herds from the disease, we have undertaken the preparation of this protective serum on a small scale. We shall accumulate a moderate quantity, and hope soon to be in a position to assure our farmers of our ability to control an outbreak, to protect their herds against this disease.

Respectfully submitted,

WINFRED B. MACK.

DEPARTMENT OF METEOROLOGY AND CLIMATOLOGY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor herewith to submit the report of the Department of Meteorology and Climatology for the fiscal year ending June 30, 1910:

The attention of this department has, as previously, been confined to two projects under the Adams Act, viz:

1. The Forecasting of Frost from Mountain Tops.
2. The Relation of Mountains and Forests to the Conservation of Snow.

Owing to the fact, however, that the support of the department is at present confined almost exclusively to its pro rata share of the Adams Fund, ambitious plans of procedure have been abandoned. Yet a small allowance generously given from the Hatch Fund and cooperative assistance furnished by the Department of Botany have rendered possible the material advancement of the study of the snow.

Project I: THE FORECASTING OF FROST FROM MOUNTAIN TOPS

To attain the most advantageous use of the funds on hand, the further prosecution of the frost studies was abandoned for the year, and attention was concentrated upon the snow studies. As events happened, this proved to be a wise decision, for at the height of the winter a phenomenon of rare scientific interest, but destructive to the observatory, occurred.

During a winter thaw in the valley below, the temperature at the summit rose sufficiently high to permit the deposition of ice feathers over the mountain-top until the more exposed portions, such as the monument, the masts of the meteorograph, the precipitation-tank pipe and the observatory bore ice fins extending six feet from base to tip. The masts were wrenched asunder and bent like hairpins, while the precipitation-tank pipe, though supported by the débris of ice at its base, was telescoped by the weight of ice that gathered on the guy wires and the bonnet. New material could not have been readily hauled over the snow, even if the weather should moderate sufficiently to permit the making of repairs. However, the destruction had revealed a structural weakness that had baffled us hitherto and whose effective remedy we had not been able to determine for very ignorance of the extraordinary nature of the cause. It was seen immediately that guy wires of every

kind must be abandoned in the future and recourse had to supports of structural steel. In no other way could the masts and pipe be relieved of the burden of ice which the dependent guy wires had increased to the crushing-point. The anemometer cups and wind-vane may still suffer from overloading by ice and be crushed, but, if the masts can be preserved intact, new cups and vane can be readily put into place.

During the second half of the year a cooperative agreement was entered upon by this department and the United States Weather Bureau's Research Observatory on Mount Weather, Virginia, whereby copies of the records obtained at the summit of Mount Rose were exchanged for copies of records being obtained at Reno and Mount Rose Ranch by the Weather Bureau. In the case of the summit instruments, the records were obtained through weekly visits of Mr. Fred Elkins, who had been employed by the Weather Bureau as special observer to obtain the records at the base and summit of Mount Rose. This agreement, which took the place of an earlier plan for closer cooperation, has been continued until the present, but may be abandoned because of the removal of Mr. Elkins from the Mount Rose Ranch, and the difficulty of obtaining another observer except at great expense. The resignation of Mr. Elkins is to be regretted, for an intermediate meteorological station had just been erected at Camp Refuge, at 9,000 feet, which would have been of large value to the department as well as to the Weather Bureau.

Project II: THE RELATION OF MOUNTAINS AND FORESTS TO THE CONSERVATION OF SNOW

The studies in snow conservation have been vigorously prosecuted throughout the year. Three fields were selected for study:

1. The level forested shores of Lake Tahoe and the mountain slopes on its western side;
2. The semiarid and deforested Mount Rose;
3. The high peaks and cliffs of the Ruby Mountains.

These fields were selected for the purpose of studying the behavior of aridity of climate, elevation of snowfalls, exposure to sun and wind, and situation on slopes and beneath forest cover. Beneath this was the further object of determining the life history of snow.

Of these three fields above mentioned the first two have been studied throughout the season with considerable thoroughness. Courses for snow measurement and observation were laid out on the level (a) in the moderate fir and pine forest at Tahoe City, and (b) in the denser fir forest at Blackwood Creek. Other courses were laid out on the forested slopes of Blackwood Canyon and Rubicon Range, at the elevations of 7,000 and 8,000 feet, respectively, while minor courses were measured at 8,000 and 9,000 feet on the exposed southern face of Mount Tallac.

The cap of Mount Rose above 9,000 feet was laid out in several courses to determine the relative value of forest screens and sharper slopes, and particularly the value of timber fringes on canyon lips.

Through lack of funds and because of physical weariness the Ruby Mountains were not visited. Yet some evidence of value has been gathered on Mount Rose regarding the amount of snowfall at higher elevations.

Through aid of the snow-sampler and weigher, which has finally been perfected, the main principles underlying the conservation of snow have been roughly determined, and the relation of the forest cover to them established. The problem of snow conservation is two-fold:

1. The catching and conserving of snow during the winter.
2. The conserving of snow thus caught and conserved, during the spring and early summer.

It is a problem of protecting the snow from wind and sun and of seeking in nature the most economic means for bringing this protection to pass.

The value of forests to this end has been conclusively proved and the relative value of forests of various densities mathematically determined. Since by their very nature forests form an obstruction to the falling snow as well as to the wind and the sun, forests of greatest density are as poor a shelter for the snow in the season of its falling as the open forest is to the snow at the time of its melting. The ideal forest which catches and preserves the maximum amount of snow is the fir or hemlock spruce forest of medium density and preferably possessing numerous small glades surrounded by tall and dense screens of foliage. Such a forest can be developed to a state of high efficiency as a conservator of snow by careful planting and preserving.

Underlying the main problem are several minor problems which have received considerable attention. These are the determination of the relative density and water equivalent of snow, temperatures and their fluctuations in the depths of snow fields, the action and reaction of snow and cold upon the melting of snow, the evaporation of snow under varying conditions of wind and sun.

In the prosecution of the work, the snow-sampler, as mentioned above, has been brought to a state of high efficiency in snows of all depths and densities. The last difficulty, that of the snow clogging in the tubes, has been obviated completely through keeping the sampler well rubbed with oil outside and in. The snow core also slides readily from the sampler when the latter is reversed. Hence the attendant exhaustion due to beating the sampler to dislodge the snow and the heaviness of the metal of the latter to withstand such beating are no longer necessary. As a result, the sampler can now be made light enough to be carried by a single individual to any altitude where snow measurements are desir-

able. Thus the way is now open to determine with exactness the water equivalent of the snow on the ground in the highest mountains at the beginning of the season of melting.

A spring balance and dial have also been devised to record the exact number of inches of water equivalent in any depth of snow sampled. Also, an evaporation pan and scale for the determination of the rate of evaporation of the snow. By aid of this and the sampler the relative rate of melting and evaporation of snow under any condition of elevation or slope and forest protection can be exactly determined, and the uncertain method of studying snow equivalents and melting by snow and run-off measurements at the lower levels can be reserved for the purposes of checking results or determining the loss of water through subdrainage during the run-off.

PLANS

Although the two years' transfer to this department have now expired, some of the work planned remains undone and the projects undertaken have developed far beyond their original scope. The studies in forest forecasting are still in the stage of equipment, while the details of the snow studies await development and the results already obtained must be prepared for publication. Yet the feeling that my chief activity must lie in the Department of Latin has constrained me to ask that the major part of the work in meteorology and climatology be passed on to another. Mr. S. P. Fergusson, first assistant observer at Blue Hill Observatory, Massachusetts, has accordingly been selected as associate observer for the coming year. Mr. Fergusson possesses rare physical hardiness and has conducted kite flights and meteorological studies at Mount Washington. Furthermore, he designed the meteorographs to be used at Mount Rose.

The work in frost forecasting will, therefore, be prosecuted the coming year with full vigor. The meteorograph at the summit of Mount Rose will be repaired and perfected, the base stations will be established, and the task of obtaining complete records of the weather phenomena about the mountain will be entered upon.

The snow studies, because of continued lack of funds, must be subordinated in their turn to the studies in frost forecasting. It is hoped, however, the snow studies may be continued in the following minor particulars:

1. The study of the snow crystals during the drifting, settling, and melting of snow.
2. The study of snow-cornice formations.
3. The study of the relation between the fluctuation of temperature in the open air and in the depths of snowfalls.
4. The study of the evaporation of snow under varying conditions of wind and temperature.

5. The comparative study of the deposition, settling, evaporation and melting of snow in the ideal forest as compared with the open country and other types of forests.

It is also earnestly desired to measure the snow next spring near the summit of Ruby Mountains and study the retardation in melting due to the high elevation (12,000 to 13,000 feet) of these mountains.

The further development of a long-period snow pipe should be attempted in order to determine the actual precipitation at various points and elevations to furnish a further check in the study of snow on slopes, which is sufficiently complicated at best.

If the department can obtain financial support commensurate with the opportunities for investigation furnished by the mountains and forests and ideal weather and climatic conditions, it should be possible to develop a weather observatory for research equal to any now known, and to bring to final completion the study of snow conservation, one of the most vital topics of the irrigation engineer. The work has already grown far beyond the strength of two men to keep pace with the developments which attend every step in the prosecution of the work. Besides, the extra-agricultural features of the work in time place it outside of the support now afforded by the Adams Act. The University and the State must be looked to ultimately for assistance. If the growth of the department can be assured, the services of Mr. Fergusson can be permanently secured. The problems require large treatment, and hence a large support. Without this, the department can only indicate the path for larger organizations to follow; with it, the department can both direct and achieve.

In conclusion, I feel constrained to express my appreciation of those who have rendered assistance in the field work the past winter, and of these especially Messrs. Howard and Everett Smith, who labored gratuitously, and Mr. Fred Elkins, who shared with me the rigors of the mid-winter measurements on Mount Rose. All made important suggestions which have been utilized in the improvement of instruments and methods of work. The assistance of Mr. Howard Smith in the development of the snow-sampler and his sacrifice of physical strength in the work will remain a vivid memory of the wearier days of the snow studies.

If I could do justice to his memory, I should like to write here an epitaph to "Billy," the white pony who carried the first shelter over the snow fields to the summit of Mount Rose and shared as faithfully as any human companion in the work on the mountain. On Good Friday he was laid to rest beneath an old cottonwood in the valley near the mountain that furnished him both his toil and his reward.

Respectfully submitted,

J. E. CHURCH, JR.

DEPARTMENT OF STATION LIBRARY

The Director,

*Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit the report of the Experiment Station Library for the year ending June 30, 1910:

Through this year the work of the Library has continued along the usual lines. The accessions, including serials and pamphlets bound, consist of one hundred and thirty books and several hundred pamphlets, bulletins and similar matter.

Before the middle of the year the Library was installed in the new Annex to the Hatch Building, a conveniently placed, light and airy room, with increased space for book-stacks, wall shelves, and reading tables. The users of the Library, as well as the Librarian, wish to express to the Director and the Board of Control their appreciation of this improvement.

Respectfully submitted,

MRS. T. W. COWGILL.

O



AGRICULTURAL EXPERIMENT STATION
THE UNIVERSITY OF NEVADA

ANNUAL REPORT

OF THE

BOARD OF CONTROL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1911

PUBLISHED BY THE UNIVERSITY OF NEVADA
RENO, NEVADA



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT

1912



AGRICULTURAL EXPERIMENT STATION
THE UNIVERSITY OF NEVADA

Annual Report of the
Board of Control
The Director
and the
Members of the Station Staff

For the
Fiscal Year Ending June 30, 1911



PUBLISHED BY THE UNIVERSITY OF NEVADA
RENO, NEVADA

Digitized by Google

CONTENTS

	PAGE
Organization of the Station.....	7
Letter of Transmittal.....	9
Announcements.....	13
Bulletins Published	14
Financial Report of Director.....	15
Report of Department of Botany, Horticulture and Forestry.....	21
Report of Department of Agriculture and Animal Husbandry.....	28
Report of Department of Entomology.....	34
Report of Department of Chemistry.....	39
Report of Department of Veterinary Science and Bacteriology.....	41
Report of Department of Meteorology and Climatology.....	43
Report of Department of Library.....	48

BOARD OF CONTROL

THE REGENTS OF THE UNIVERSITY OF NEVADA

HON. ARTHUR A. CODD, Chairman (1909-1912)	Reno
HON. FRANK WILLIAMS (1909-1912)	Good Springs
HON. CHAS. B. HENDERSON (1911-1914)	Elko
HON. HOSEA E. REID (1911-1914)	Reno
HON. JAMES W. O'BRIEN (1911-1912)	Sparks
MR. GEORGE H. TAYLOR, Secretary	Reno

STATION STAFF

JOSEPH EDWARD STUBBS	Director
P. BEVERIDGE KENNEDY, Ph.D.	In Charge of Botany, Horticulture, and Forestry
AMOS ARTHUR HELLER, A.M.	Assistant in Botany, Horticulture, and Forestry
GORDON HAINES TRUE, B.S.	In Charge of Agriculture, Animal Husbandry, and Irrigation
FRANK LEROY PETERSON, B.S.	Assistant in Irrigation
CHARLES S. KNIGHT, B.S.	Agronomist
SAMUEL BRADFORD DOTEN, B.A.	Entomologist
WINFRED BURDELL MACK, D.V.M.	Bacteriologist and Veterinarian
JAMES EDWARD CHURCH, JR., Ph.D.	Observer in Meteorology and Climatology
S. P. FERGUSON	Associate Observer in Meteorology and Climatology
CARL JACOBSON, Ph.D.	Chemist
SANFORD CROSBY DINSMORE, B.S.	Chemist in Charge of Food and Drugs
MILES BRYCE KENNEDY, B.S.	Assistant Chemist in Charge of Food and Drugs
THEODORE CLARK	Farm Superintendent
MRS. THOMAS W. COWGILL, A.M.	Librarian
CAROLYN M. BECKWITH	Stenographer

LETTER OF TRANSMITTAL

OFFICE OF THE BOARD OF CONTROL,
NEVADA AGRICULTURAL EXPERIMENT STATION,
RENO, NEVADA, December 31, 1911.

To His Excellency, TASKER L. ODDIE, Governor of Nevada.

SIR: The Board of Control of the Nevada Agricultural Experiment Station have the honor to submit the Annual Report of the Board of Control for the year ending June 30, 1911.

By order of the Board of Control:

A. A. CODD,
Chairman.

GEORGE H. TAYLOR, *Secretary.*

EXPERIMENT STATION REPORT

OFFICE OF THE BOARD OF CONTROL,
RENO, NEVADA, December 31, 1911.

To His Excellency, TASKER L. ODDIE, Governor of Nevada.

SIR: We, the Board of Control of the Nevada Agricultural Experiment Station, under the Act of February 8, 1889, submit herewith our report for the year ending June 30, 1911.

Under the Hatch Act the Station receives fifteen thousand dollars annually, which amount is devoted to general work in agriculture, maintenance of the Experiment Farm, and the publishing of the results of the experiments and research by the various members of the Station Staff.

Under what is known as the Adams Act, the Station has also received the sum of fifteen thousand dollars, which must be devoted to original research and investigation in agriculture and kindred subjects by the various members of the Station Staff.

We publish herewith the report of the Director, including the financial report of the Station, and the reports of the different departments of the Station.

You are respectfully referred to the accompanying reports for exact information upon the subjects treated.

Respectfully submitted,

A. A. CODD,
FRANK WILLIAMS,
CHAS. B. HENDERSON,
HOSEA E. REID,
JAMES W. O'BRIEN,

Board of Control.

GEORGE H. TAYLOR, *Secretary.*

REPORT OF THE DIRECTOR

NEVADA AGRICULTURAL EXPERIMENT STATION,
RENO, NEVADA, December 31, 1911.

To the Honorable the Board of Control.

SIRS: In accordance with Section 1 of "An Act to amend an Act entitled 'An Act relating to public reports and repealing all other Acts in relation thereto,' approved March 6, 1901," I have the honor to make the following report of the work accomplished and the financial expenditures for the fiscal year ending June 30, 1911:

INVESTIGATIONS

The Station continues to restrict its work to a few important lines, believing that it is better for the agriculture of the State to study thoroughly a few problems than to spread over the whole field of agricultural science. It has continued to improve its facilities and segregate its work in such a way as to make it an effective agency for research in agriculture. Prominent among the lines of investigation are studies upon orchard and field experiments, soil problems, entomological research, irrigation investigations, diseases of plants and animals, and meteorological and climatological problems.

INSPECTIONS

The inspection of food and drugs by Act of the Legislature, 1909, is intrusted to the Station through its Director, who is responsible for the execution of the public laws relating to these matters. The Nevada State Legislature passed an Act fixing the standard weights and measures and regulating the sale of articles of merchandise according to such standards, and the Act was approved by the Governor, March 8, 1911. By this Act the supervision and enforcement of the law concerning standard weights and measures is placed in the hands of the Director of the Experiment Station, who is designated and constituted *ex officio* Sealer of Weights and Measures and is charged with the proper enforcement of this Act. He may appoint such deputy or deputies as he deems necessary.

The report of the Department of Food and Drugs and of Weights and Measures will be issued as a separate report.

THE AIM OF THE STATION

Every citizen of Nevada concerned in agriculture has the right to apply to the Station for any assistance that comes within its province. It is the wish of the Board of Control and the Director that the Station be as widely useful as its resources will permit.

In addition to its work of investigation the Station is prepared to make chemical analyses of fertilizers, feeding stuffs, soil, and water; to identify grasses, weeds, injurious fungi and insects, etc., and to give information on agricultural matters of interest and advantage to the citizens of the State.

All work proper to the Experiment Station and of public benefit will be done without charge.

OFFICES AND LABORATORIES

The offices and laboratories of the Nevada Agricultural Experiment Station are at the University of Nevada, Reno, Nevada.

BULLETINS

The following bulletins have been published and credited to this year:

1. No. 73—A Neglected Field in Photo-Micrography, by Samuel B. Doten, Entomologist. 15 pages, 5 illustrations.
2. No. 73½—Annual Report of the Board of Control for the year ending June 30, 1910. 60 pages.
3. No. 74—First Annual Report of the Department of Food and Drug Inspection for the year ending December, 1910, by Sanford C. Dinsmore, Chemist in Charge of Food Control. 68 pages.
4. No. 75—The Sugar-Beet Industry in Nevada, by Charles S. Knight, Agronomist. 38 pages, 18 illustrations.
5. No. 76—The Potato Eelworm, by Samuel B. Doten, Entomologist, and Peter Frandsen, Zoologist. 7 pages.
6. No. 77—Fixing Standard Weights and Measures. This bulletin contains the text of the "Act concerning and fixing standard weights and measures, and for the enforcement thereof." 11 pages.

DEPARTMENTAL REPORTS

The reports of the several departments of the Station are given elsewhere in this report. Each gives a complete account of the work done by the departments under the Hatch and Adams Funds. These departments are as follows:

1. The Department of Botany, Horticulture and Forestry.
2. The Department of Agriculture and Animal Husbandry.
3. The Department of Entomology.
4. The Department of Chemistry.
5. The Department of Veterinary Science and Bacteriology.
6. The Department of Meteorology and Climatology.
7. The Department of the Library.

PUBLICATIONS

The results of investigation are published in the bulletins of the Station. All of the bulletins issued by the Station are sent to the names upon the official mailing list prepared by the Office of Experiment Sta-

tions, to all newspapers in Nevada, to libraries and agricultural exchanges, and to such others as request them. The publications having to do with food and drug inspection and weights and measures are sent to a special list, including all dealers in Nevada, and to such others as request them.

FINANCIAL REPORT OF NEVADA AGRICULTURAL EXPERIMENT STATION, 1910-11, U. S. DEPARTMENT OF AGRICULTURE, OFFICE OF EXPERIMENT STATIONS

Nevada Agricultural Experiment Station

IN ACCOUNT WITH

The United States Appropriations, 1910-1911

	Hatch Fund	Adams Fund
<i>Dr.</i>		
To balance from appropriations for 1909-1910.....		\$1,109.36
Receipts from the Treasurer of the United States, as per appropriations for fiscal year ended June 30, 1911, under Acts of Congress approved March 2, 1887 (Hatch Fund), and March 16, 1906 (Adams Fund).....	\$15,000.00	13,890.64
<i>Cr.</i>	<i>Abstract</i>	
By salaries.....	1.....	\$8,302.96
Labor.....	2.....	5,001.90
Publications.....	3.....	72.00
Postage and stationery.....	4.....	111.12
Freight and express.....	5.....	53.81
Heat, light, water, and power.....	6.....	296.36
Chemicals and laboratory supplies.....	7.....	78.50
Seeds, plants and sundry supplies.....	8.....	170.80
Fertilizers.....	9.....	7.60
Feeding stuffs.....	10.....	565.65
Library.....	11.....	78.91
Tools, machinery and appliances.....	12.....	18.50
Furniture and fixtures.....	13.....	55.50
Scientific apparatus and specimens.....	14.....	0
Live stock.....	15.....	6.00
Traveling expenses.....	16.....	517.65
Contingent expenses.....	17.....	30.00
Buildings and land.....	18.....	750.00
Unexpended June 30, 1911.....		883.24
Total.....	\$15,000.00	\$15,000.00

ABSTRACT 1—SALARIES

	Hatch Fund	Adams Fund
a. Director and other administrative officers; clerks.....	\$2,198.15	0
b. Scientific staff.....	2,800.01	\$9,033.41
c. Assistants to scientific staff.....	1,304.80	576.46
d. Special and temporary services.....	0	0
Total.....	\$6,302.96	\$9,600.87

REPORT OF NEVADA EXPERIMENT STATION

ABSTRACT 2—LABOR

	Hatch Fund	Adams Fund
a. Annual and monthly employees.....	\$3,710.00	\$157.60
b. Daily employees.....	1,291.90	235.35
c. Hourly employees.....	0	0
Total	\$5,001.90	\$392.85

ABSTRACT 3—PUBLICATIONS

	Hatch Fund
a. Printing one bulletin (No. 73), 24 pages (total edition, 5,000).....	\$72.00
b. Printing annual report (No. 73 $\frac{1}{4}$), 60 pages (total edition, 3,000) ..	0
c. Envelopes for bulletins and reports	0
d. Other expenses.....	0
Total.....	\$72.00

NOTE—Bulletins Nos. 74, 75, 76, and 77 were published by Experiment Station, but paid for from state funds.

ABSTRACT 4—POSTAGE AND STATIONERY

	Hatch Fund	Adams Fund
a. Postage.....	0	0
b. Stationery.....	\$94.62	\$12.70
c. Telegraph.....	16.50	0
Total	\$111.12	\$12.70

ABSTRACT 5—FREIGHT AND EXPRESS

	Hatch Fund	Adams Fund
Freight and express.....	\$53.81	\$86.96
Total	\$53.81	\$86.96

ABSTRACT 6—HEAT, LIGHT, WATER, AND POWER

	Hatch Fund	Adams Fund
a. Heat.....	\$185.30	0
b. Light.....	0	0
c. Water.....	111.06	0
d. Power.....	0	0
Total	\$296.36	0

ABSTRACT 7—CHEMICALS AND LABORATORY SUPPLIES

	Hatch Fund	Adams Fund
a. Chemicals.....	\$78.50	\$287.13
b. Other supplies.....	0	553.41
Total	\$78.50	\$840.54

ABSTRACT 8—SEEDS, PLANTS, AND SUNDRY SUPPLIES

	Hatch Fund	Adams Fund
a. Agricultural.....	\$72.25	0
b. Horticultural.....	89.70	\$11.90
c. Botanical	3.00	0
d. Entomological.....	5.85	52.25
e. Meteorology and Climatology.....	0	706.98
Total	\$170.80	\$771.13

ABSTRACT 9—FERTILIZERS

	Hatch Fund	Adams Fund
Fertilizers	\$7.60	0
Total	\$7.60	0

ABSTRACT 10—FEEDING STUFFS

	Hatch Fund	Adams Fund
Feeding stuffs.....	\$565.65	\$178.60
Total	\$565.65	\$178.60

ABSTRACT 11—LIBRARY

	Hatch Fund	Adams Fund
Small purchases.....	\$78.91	\$91.19
Total	\$78.91	\$91.19

ABSTRACT 12—TOOLS, MACHINERY, AND APPLIANCES

	Hatch Fund	Adams Fund
a. New purchases	\$18.50	0
b. Repairs	0	0
Total	\$18.50	0

ABSTRACT 13—FURNITURE AND FIXTURES

	Hatch Fund	Adams Fund
Sundry small items.....	\$55.00	\$34.70
Total	\$55.00	\$34.70

ABSTRACT 14—SCIENTIFIC APPARATUS

	Hatch Fund	Adams Fund
Scientific apparatus	0	\$931.93
Total	0	\$931.93

ABSTRACT 15—LIVE STOCK

	Hatch Fund	Adams Fund
a. Horses.....	0	0
b. Cattle.....	0	0
c. Sheep.....	0	0
d. Swine.....	0	0
e. Poultry.....	0	0
f. Small experimental animals.....	\$6.00	0
g. Sundries.....	0	0
Total.....	\$6.00	0

ABSTRACT 16—TRAVELING EXPENSES

	Hatch Fund	Adams Fund
a. In supervision of Station work.....	\$462.20	0
b. In connection with investigations under Adams Act.....	47.95	\$273.35
c. For other purposes connected with Station work.....	7.50	0
Total.....	\$517.65	\$273.35

ABSTRACT 17—CONTINGENT EXPENSES

	Hatch Fund	Adams Fund
Auditors for examining books and accounts for 1910.....	\$30.00	0
Total.....	\$30.00	0

ABSTRACT 18—BUILDINGS AND LAND

	Hatch Fund	Adams Fund
a. New buildings.....	\$750.00	\$750.00
b. Improvements.....	0	0
c. Repairs.....	0	0
d. Purchase of land.....	0	0
e. Rental of land.....	0	0
Total.....	\$750.00	\$750.00

SUPPLEMENTARY STATEMENT

	State appropriations	Fees	Farm products	Miscel- laneous	Total
<i>Dr.</i>					
To balance on hand June 30, 1910.....					\$71.44
Receipts from other sources than the United States for the year ending June 30, 1911.....			\$5,133.41		5,133.41
Total.....					\$5,204.85
<i>Cr.</i>					
By salaries.....					0
Labor.....					\$281.65
Publications.....					0
Postage and stationery.....					109.41
Freight and express.....					525.64
Heat, light, water, and power.....					430.00
Chemicals, laboratory supplies.....					0
Seeds, plants, sundry supplies.....					945.30
Fertilizers.....					0
Feeding stuffs.....					428.37
Library.....					0
Tools, machinery, appliances.....					0
Furniture and fixtures.....					0
Scientific apparatus, specimens.....					0
Live stock.....					1,229.25
Traveling expenses.....					264.60
Contingent expenses.....					0
Buildings and land.....					221.81
Balance June 30, 1911.....					788.82
Total.....					\$5,204.85

I have the honor to remain

Yours very truly,

J. E. STUBBS,

Director.

DEPARTMENT OF BOTANY, HORTICULTURE AND FORESTRY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: Having had charge of this department for the past year during the absence of Dr. Kennedy, I beg leave to submit the following report from the Department of Botany, Horticulture and Forestry for the year ending June 30, 1911:

HATCH FUND

No new problems have been undertaken, our work being confined to existing problems. Work on the flora of Nevada has been carried on so far as our limited means would permit, explorations being restricted to the mountains immediately west of us, with the exception of one trip made to the Ruby Mountains in the eastern part of the State early in September, 1910. On account of the early melting of the snow vegetation was very poor, the dried-up conditions being found up to the very summits, and as a result the collection obtained on this trip was a very meager one.

Our seed collection has been greatly augmented. Of strictly economic seeds we now have some fifty bottles of native clovers, and seventy of lupine seeds. There are about one hundred bottles of seeds of native species of plants, a number of which are of economic importance.

HERBARIUM

During the year 712 mounted sheets were added to the herbarium. The total number in the herbarium now amounts to 11,902. Two small but valuable collections were received in exchange from other institutions. Fifty-three specimens, mostly plants from Utah, came to us from the New York Botanical Garden, and 150 from the National Herbarium at Washington, the latter collection containing many species of clovers and lupines. The types of four new species of lupines were added to the herbarium during the year.

FROST-FIGHTING INVESTIGATIONS

During the latter part of March 100 additional Hamilton orchard heaters were purchased, in order to cover the whole three acres of orchard. The season being unusually backward, none of the blossoms were sufficiently advanced to warrant smudging before May 1st, when the temperature fell to 27 degrees, with the blossoms well advanced on a number of trees.

Again, as last year, the heaters were not evenly spaced between the rows, but were placed usually three to a tree that was full of blossoms,

and in some cases only one to a tree with but few blossoms. This arrangement was considered best on account of the irregular blooming of the trees, due to many varieties. The oil first used was No. 28, of good quality, free from water, and the temperature was raised sufficiently to afford full protection.

On May 5th we successfully combated a temperature of 19 degrees, although a few of the outside blossoms were frozen. By this time we were using No. 22 oil, which proved more satisfactory, being heavier, and gave off more heat and smoke.

May 6th the mercury dropped to 23 degrees, but the temperature in the orchard was raised sufficiently to save the blossoms.

On May 8th a temperature of 22 degrees was encountered, with favorable results. By this time our second tankful of oil was exhausted, and a third one was purchased, supposedly the same quality of No. 22 that we had so successfully used before. But it proved to be of poor quality, full of water, spluttering and burning poorly, sometimes exploding in the heaters, with the result that on May 10th when we tried to use it against a temperature of 19 degrees we were unable to save the blossoms. After satisfying ourselves that the blossoms were absolutely frozen, the work was discontinued, and no further records kept.

The following is the record of temperatures during the first four nights on which smudging was carried on, that for the 10th, when the blossoms were frozen, being omitted:

MAY 1

<i>Time</i>	<i>Temperature</i>
2:00 a. m.	31.0
3:00 a. m.	30.5
4:30 a. m.	28.5
5:00 a. m.	27.0

At 5:15 the temperature began to rise, and had passed the danger point by 7 o'clock. The wind in general was from the north.

MAY 4-5

<i>Time</i>	<i>Temperature</i>
9:30 p. m.	32.0
10:40 p. m.	31.0
12:00 p. m.	30.0
1:30 a. m.	24.0
2:30 a. m.	22.0
3:30 a. m.	20.5
4:00 a. m.	19.0

At 5:15 the temperature began to rise, and the pots were extinguished at 7 o'clock, with the temperature at 36 degrees. The wind was from the west and southwest, coming down from the snow-covered mountains.

MAY 6

<i>Time</i>	<i>Temperature</i>
2:00 a. m.	28.0
2:30 a. m.	26.5
3:00 a. m.	24.0
4:30 a. m.	23.0

By 5 o'clock the temperature was rising, and the heaters were extinguished at 7 o'clock. Again the wind was west and southwest.

MAY 8

<i>Time</i>	<i>Temperature</i>
2:30 a. m.	29.0
3:00 a. m.	26.0
3:30 a. m.	24.0
4:30 a. m.	22.0

The temperature began to rise at 5 a. m., and the heaters were extinguished at 6 o'clock. The wind was southwest, varying occasionally to the north.

From records kept by Mr. F. L. Peterson, of the Department of Agriculture and Animal Husbandry, the thermometer being located near ours, it developed that it would have been necessary to smudge seven times more, or twelve in all, had our fuel been of the proper kind, sufficient to keep the temperature above the danger point. The following are his records:

<i>Time</i>	<i>Temperature</i>
May 11.	27.4
May 19.	28.0
May 20.	26.8
May 21.	26.9
May 25.	22.0
May 27.	25.0
May 28.	25.0

Such continued low temperature is very unusual, and we may not experience it again for many years. Whether we could have successfully combated so many low temperatures, even with the best fuel, is doubtful. But, in extenuation, it may be stated that the temperatures at our orchard were usually from 4 to 7 degrees lower than at other places in the valley about Reno.

Dr. J. E. Church, of the Department of Climatology, borrowed twenty of our heaters, and apparently by their use saved the crop on his fruit trees on a city lot. The temperatures at his place ranged from 3 to 6 degrees higher than at the Station orchard. Whether the crop obtained by him can be entirely credited to smudging is open to doubt, for there have been more apples in Reno this fall than for several years past, and a number of orchards about Reno show fair-sized crops, some of the trees being loaded with fruit without the aid of smudging.

The past season has again demonstrated that our Station orchard is situated in a location unfit for experimental work, except to perhaps demonstrate what can be done by frost-fighting methods, and then we may hope to succeed only in the most favorable seasons. In order to properly carry on experiments we should have a tract located on higher ground, where the minimum number of killing frosts are known to occur for this region. Until such a tract is furnished us we can do very little in the way of carrying on experiments in fruit growing.

FORESTRY

Up to this time our work in forestry has been preliminary. Compared with the total area of the State, our forests are insignificant, yet an immense amount of lumber has been taken from them, and much more may be had with proper management.

The most important of our trees is one of the western yellow pines, apparently *Pinus Jeffreyi*, which should be studied in detail. The little attention we have so far been able to give it shows that there are several well-marked forms, as to bark, color of leaves, size of cones, and general aspect. A study of its life history should be of considerable importance. It reproduces well, and if fire is kept from it, many of the ridges west of Reno will again be well covered with timber.

A white fir, *Abies Lowiana*, is common and reproducing well. Though of but little importance as a lumber tree or for fuel, it has considerable economic possibilities on account of its value as a pulp wood, and the fact that there is a paper mill located near us at Floriston, California, gives it added importance.

We are getting together a series of cones and other specimens of the various conifers of the State and country, also many photographs of trees and forests, and expect soon to have available for study and exhibition sections of tree trunks of the trees in our immediate vicinity. The interest taken in forestry by the students of the Agricultural College of the University, with which we are intimately connected, makes necessary a rapid enlargement in our forestry work.

Last spring we purchased one pound each of seeds of *Abies concolor* or white fir, *Picea excelsa* and *Picea pungens*, spruces, *Pinus Strobus* or eastern white pine, and *Pinus scopulorum*, Rocky Mountain yellow pine. Of the five, *Pinus scopulorum* was the only one that came up well, and we now have a fine bed containing some thousands of seedlings of it. Being a very close relative of our native yellow pine, it may prove a valuable tree for the reforestation of some of our slopes stripped bare years ago by the lumbermen.

The matter of wood lots and hedges for windbreaks is a very important one for residents of this State. In many parts of the State fuel is scarce and hard to get, yet, with very few exceptions, no attempt is made to grow wood for fuel. Subject as we are to high winds, the proper protection of fields and orchards by means of windbreaks is very important, and a bulletin on the subject should be timely. During the year I have published three illustrated articles on trees in *Mühlenbergia*.

ADAMS FUND

Field investigations in the experimental grounds and in the greenhouse were carried on with the genus *Trifolium* under Project I, during

Dr. Kennedy's absence. The results of this work will be turned over to him, and will be reported upon in his next annual report.

PUBLICATIONS

No Station bulletins were issued by this department during the year, but sixteen papers were published in *Mühlenbergia*, three by Dr. Kennedy, and thirteen by myself. Two of Dr. Kennedy's papers deal with the flora of Nevada, and five of mine have been upon the same subject. In these various papers fifteen species of Nevada plants have been illustrated.

As much of my time as could be spared from work on regular projects has been given to the study of the genus *Lupinus*. This study should be included as a regular project as soon as possible. The genus is of considerable economic importance, both as a forage plant and from the standpoint of poison plants, but no intelligent understanding of it can be had until it is thoroughly studied in both the herbarium and the field, and the limits of the different species established. During the past two years I have published six papers on the "Nevada Lupines," and four under the heading "The North American Lupines." In these lupine papers eleven new species have been described and illustrated, and twenty-six previously described species have been illustrated.

CORRESPONDENCE

As usual, a large number of letters of inquiry about various subjects have been received and answered. Horticultural problems continue to lead, but there were more than the usual number of inquiries regarding botanical subjects.

The summer vacation was spent by me in the East this year. Part of the time was put in at the summer camp of the Forestry Department of Pennsylvania State College in the mountains of western Pennsylvania, where a fine opportunity was had to study one of the few remnants of virgin hemlock forest. The balance of the time was mainly given over to study at the New York Botanical Garden, the Gray Herbarium of Harvard University, and the National Herbarium at Washington, where much useful information regarding our Nevada plants was acquired.

Respectfully submitted,

A. A. HELLER.

DEPARTMENT OF AGRICULTURE AND ANIMAL HUSBANDRY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit to you the following report of the Department of Agriculture and Animal Husbandry for the year ending June 30, 1911:

First, I wish to bring before you again my recommendations of last year relative to the need of investigations in agricultural engineering, poultry investigations, a dairy building, and the need of clerical help in the office. I would add to this the need of a University Farm.

Concerning the dairy building, I would suggest that the Legislature be asked to appropriate a sum adequate for the erection and equipment of a suitable building at a cost of not less than \$25,000. In reference to the farm, I would suggest that the Legislature be also asked for an appropriation for the purchase of a suitable farm, together with a sufficient amount for the equipment and maintenance of the same.

COOPERATIVE IRRIGATION INVESTIGATIONS

EVAPORATION

In cooperation with the Department of Irrigation Investigations, Office of Experiment Stations, United States Department of Agriculture, this department has continued its investigations of evaporation from the surface of the soil, the equipment of jacketed tanks used being the same as in similar work conducted during the past year.

This work is under the direction of F. L. Peterson, Irrigation Engineer in charge of Cooperative Irrigation Investigations in Nevada. The study of evaporation from uncropped soils, begun in 1908, was completed at the end of the growing season in 1910. For these studies there were used a series of eight double water-jacketed tanks, containing about 1,300 pounds of soil and installed so as to represent field conditions as near as possible. The studies commenced in 1908 included the determination of evaporation from irrigated uncropped soils under different methods of application of irrigation water and different depths of cultivation.

In April, 1911, the tank experiment was extended to include a study of crops to determine, if possible, the amount of water required by different crops at their various stages of growth, and the amount of water required to produce one pound of dry matter. Tanks 1 to 8 were refilled

with fresh soil and a subirrigation system was installed at a depth of thirteen inches below the surface in each tank. April 24th, after the soil conditions had become somewhat uniform in each tank, alfalfa was sowed in Tanks 3, 4, 5, 6, 7 and 8, Tanks 1 and 2 being left as blanks to check on the evaporation from the bare soil. Tanks 1 and 2, 7 and 8 were to be kept at a constant per cent moisture, by having added to the tank through the subirrigator the amount lost by each tank during the previous three-day period. Tanks 3 and 4 were to receive a minimum quantity of water and Tanks 5 and 6 nearly an acre-foot equivalent. April 24th a record of the evaporation from a free surface water tank on land was started and is designed to be continued as uninterruptedly as possible for one year.

It is planned to install a new series of tanks, six in number, each having a false bottom and petcock, so that percolation can be determined in addition to evaporation and transpiration. The new tanks will be planted to wheat.

The present season the experiments have been extended to include a study of growing crops, with a view to determining the amount of water required by different crops at their various stages of growth and the amount of water required to produce a pound of dry matter in the matured crop.

Two of the eight tanks have been arranged for subirrigation at a depth of thirteen inches below the surface. Six tanks, including one of the subirrigated, have been planted to grain. Of the six, one pair has been given a minimum amount of water for crop growth, a second pair an acre-foot of water, and the third pair, one of which is subirrigated, the amount of moisture evaporated during the preceding three-day period is replaced by irrigation, thus maintaining as nearly as possible a constant per cent of soil moisture. In a fourth pair of tanks uncropped soil is treated like the third cropped pair as a check.

DUTY OF WATER

Studies concerning the relation of the amount of water used and the time of application of water, to the character and yield of crops begun in 1909, continued through the past year and are being carried on the present season. While the results here given are in terms of duty water, the effect of the different methods of application of water upon the yield and character of grain is being made a study distinct from that of duty, and will be reported upon as such later.

Wheat and oats have been used in these experiments and the schedule for irrigation of the various plots included vary from one before and one after heading to three before and two after. This year Siberian oats were sown April 4th at the rate of 64 pounds to the acre, and White

Australian wheat, April 6th, 75 pounds to the acre. The results of the last season are given in the table below:

White Australian Wheat

Area in acres	Irrigations		Applied depth in feet	Yield per acre	Yield in pounds	Yield per acre-foot water in bushels
	Before heading	After heading				
One-fifth.....	3	2	1.410	45.6	547.0	32.29
One-fifth.....	3	1	1.036	39.6	475.0	38.20
One-fifth.....	2	3	1.602	37.3	447.5	23.28
One-fifth.....	2	2	1.274	38.8	466.0	30.48
One-fifth.....	2	1	1.033	42.5	510.0	41.14
One-fifth.....	1	3	1.004	41.5	498.0	41.33
One-fifth.....	1	2	1.021	26.5	517.5	25.92
One-fifth.....	1	1	0.670	32.1	395.0	47.76

Siberian Oats

Area in acres	Irrigations		Applied depth in feet	Yield per acre	Yield in pounds	Yield per acre-foot water in bushels
	Before heading	After heading				
One-fifth.....	3	2	1.278	49.6	317.0	38.79
One-fifth.....	3	1	1.095	43.0	275.0	39.24
One-fifth.....	2	3	1.776	59.4	380.0	33.44
One-fifth.....	2	2	1.427	44.5	285.0	31.21
One-fifth.....	2	1	1.111	48.4	310.0	43.33
One-fifth.....	1	3	1.169	53.5	342.5	45.78
One-fifth.....	1	2	1.107	60.8	389.0	54.90
One-fifth.....	1	1	0.634	46.1	315.0	72.40

Alfalfa

Six one-acre plots of alfalfa were used in the study of the duty of water. The four acres numbered 20, 21, 22, and 23 have the same contour and were used for a comparison of flooding and furrow methods of irrigation, 20 and 21 being irrigated by flooding, and 22 and 23 by the furrow method of irrigation. The following table shows the results obtained:

Plot	Area	Depth of water in feet	Date of cutting	Yield per acre	
				Pounds	Tons
20....	1 acre (flooded).....	5.077	June 17—First.....	6,725.0	
			July 21—Second.....	4,760.0	
			September 28—Third.....	3,545.7	
				15,030.7	7.52
21....	1 acre (flooded).....	3.051	June 17—First.....	5,235.0	
			July 21—Second.....	4,400.0	
			September 28—Third.....	3,580.0	
				13,215.0	6.61

ALFALFA—Continued

Plot	Area	Depth of water in feet	Date of cutting	Yield per acre	
				Pounds	Tons
22	1 acre (furrowed)	2.755	June 17—First	4,390.0	
			July 21—Second	3,995.0	
			September 28—Third	3,446.0	
				11,831.0	5.92
23	1 acre (furrowed)	2.609	June 17—First	5,170.0	
			July 21—Second	4,075.0	
			September 28—Third	3,440.0	
				12,685.0	6.35
24	1 acre	5.783	June 17—First	4,810.0	
			July 21—Second	4,040.0	
			September 28—Third	4,332.0	
				13,182.0	6.59
25	1 acre	3.578	June 17—First	4,350.0	
			July 21—Second	3,860.0	
			September 28—Third	3,833.0	
				12,043.0	6.02

Winter Grains

In many parts of this State the winter grains can be grown with greater success than the spring varieties. This is especially true in localities where dry farming is practiced. In the following table the results are summarized:

Variety	Results with Winter Grains	Yield per acre
Crimean Winter Wheat		17.33
Pesterboden Winter Wheat		21.45
Turkey Red Winter Wheat		19.94
Roumanian Winter Wheat		16.09
White Australian Winter Wheat		16.37
Tennessee White Barley		31.63
Winter Rye No. 1		16.50
Winter Rye No. 13		9.43

Result with Sixty-Day Outs

Area, 1 acre. Applied depth, 2.143 feet. Yield, 35.13 bushels.

Potatoes

During the past year six varieties of potatoes have been tested for yielding capacity. The following table gives the summarized results. Dalmeny Challenge and Peerless proved the two best yielders:

Variety	Depth of irrigation	Yield per acre in bushels
Blue Victor	4.433	156.8
Early Reds	4.433	112.9
Peerless	4.433	120.5
Peachblow	4.433	102.3
Burbank	4.433	124.6
Dalmeny Challenge	4.433	143.4

Sugar Beets

In the spring of 1910 four varieties of sugar-beet seed were received from Dr. Orton of the U. S. Department of Agriculture, to test under field conditions at the Experiment Station at Reno. They represent common varieties grown in many of the beet sections of this country, and the following results show that in a favorable season it is possible to obtain good yields of beets of excellent quality on our Nevada soils. The following table shows the results obtained:

Government number	Yield per acre in tons	Per cent sugar in juice	Purity per cent
21848.....	18.6	20.7	86.3
21856.....	20.5	22.0	88.4
21857.....	23.13	19.8	87.6
21858.....	14.9	21.5	97.4

STATE DRY FARM

On the 15th of June, 1910, the management of the Elko County Dry Farm was turned over to the Department of Agriculture and Animal Husbandry by the Director of the Experiment Station. Mr. Walfried Sohlman had already been appointed by the Director to take charge of the farm under the direction of the department at a salary of \$100 per month.

The farm consists of 160 acres of land lying at the foot of the Ruby Mountains in what is known as Pleasant Valley, about twenty miles south of the city of Elko. This was known as the Thompson Ranch and had been occupied, and a few acres, possibly twenty, cultivated in conjunction with other land on an adjoining quarter-section. Large springs in the canyon above furnish water for the irrigation of a garden after the earlier flood waters from this and an adjacent canyon had ceased to flow. The soil varies from a rich black loam to gravelly clay. The location seems favorable to success, both on account of soil and climatic conditions. An ideal domestic water supply is obtained by piping water from a spring but a few rods above the house. There was upon the place a four-room log house with cellar, a log stable, and chicken and smoke houses of the same material, all in dilapidated condition, on account of the premises having practically been abandoned for over a year. The fences were down and the ranch overrun by stock that had eaten out everything, nearly destroying an otherwise thrifty young orchard, and had even occupied the house.

It was first necessary to make the place habitable, and to this work the foreman devoted himself, at the same time repairing fences to keep out the stock. Meanwhile contracts were secured for the clearing of the land, which was covered with a heavy growth of sagebrush, and needed

teams were purchased. The time of the year was unfortunate for starting an enterprise of this sort. The haying season was about to open and it was impossible to get the work done, and those who had the kind of horses needed for our work would not sell. A cheap team was purchased as a makeshift, and the work of clearing the land had to be delayed. Even after haying men who had agreed to take clearing contracts at a given price failed to do so. It was therefore necessary to resort to the slow method of hand grubbing. The work is progressing very satisfactorily, but has not been carried so far as we had hoped to have it at this time. The land previously worked was plowed and cultivated so as to put it in the best possible condition for the growing of crops this season, but it was not possible to get in any fall crops on account of the dryness of the soil.

The house has been made comfortable by lining all the rooms with matched ceiling, the laying of new floors, and the purchase of the necessary household furniture. Most of the necessary farming implements, such as wagons, plows, harrows, etc., have been bought. A supply of hay and grain sufficient for the stock through the spring has been secured. Fence posts have been purchased for the necessary rebuilding of the fences, and posts have been set ready for the stringing of wire for a telephone line connecting with the Elko line at Brennan's ranch, two miles from the farm.

The rainfall at the farm for the year ending June 30, 1911, is given below:

1910	Inches	1910	Inches
July 15.....	.25	October 11.....	.12
July 16.....	.04	October 15.....	.15
July 17.....	.07	October 16.....	.37
July 19.....	.02	October 17.....	.08
July 20.....	.01	November 18.....	.18
July 26.....	.09	November 21.....	.07
July 28.....	.01	November 22.....	.05
July 30.....	.02	November 25.....	.13
August 1.....	.02	December 3.....	.58
September 14.....	.27	December 9.....	.42
September 15.....	.25	December 10.....	.22
September 16.....	.13	December 11.....	.51
September 17.....	.01	December 27.....	.06
October 1.....	.03	December 30.....	.01
October 4.....	.02	December 31.....	.02
1911	Inches	1911	Inches
January 1.....	.04	January 30.....	.55
January 9.....	.08	January 31.....	.32
January 15.....	.21	February 4.....	.50
January 20.....	.72	February 11.....	.23
January 21.....	.03	February 13.....	.28
January 24.....	.09	February 25.....	.16
January 25.....	.16	March 4.....	.06
January 29.....	.11	March 8.....	.50

REPORT OF NEVADA EXPERIMENT STATION

RAINFALL AT STATE DRY FARM—*Continued*

<i>1911</i>	<i>Inches</i>	<i>1911</i>	<i>Inches</i>
March 9.....	.03	May 5.....	.21
March 10.....	.43	May 15.....	.84
March 23.....	.35	May 18.....	.05
March 24.....	.08	May 23.....	.01
April 5.....	1.09	May 25.....	.11
April 6.....	.27	May 26.....	.10
April 12.....	.06	June 1.....	.14
April 13.....	.01	June 2.....	.50
April 20.....	.01	June 14.....	.13
April 27.....	.55	June 15.....	.05
April 28.....	.05	June 27.....	.02
April 29.....	.10	June 30.....	.04
Total inches, July, 1910.....			.51
Total inches, August, 1910.....			.02
Total inches, September, 1910.....			.66
Total inches, October, 1910.....			.77
Total inches, November, 1910.....			.43
Total inches, December, 1910.....			1.82
Total inches, January, 1911.....			2.31
Total inches, February, 1911.....			1.17
Total inches, March, 1911.....			1.45
Total inches, April, 1911.....			2.14
Total inches, May, 1911.....			1.32
Total inches, June, 1911.....			.88
Total annual.....			13.48

The following six spring grains have been planted and are looking well at the present time:

Beardless Barley.
 Sixty-Day Oats.
 Minnis Large White Oats.
 Kubanka Wheat.
 White Australian Wheat (common).
 Spring Rye.

The intertilled crops planted included six varieties of potatoes, two of corn, three of field peas, four of millets, six of sorghums, and thirteen varieties of roots, including sugar beets, field beets, parsnips, carrots, and onions.

CATTLE

Work with the dairy herd of pure Holstein-Friesian cattle has been continued. The herd is still too small for comprehensive experimental work, but the sale of the bull calves to the dairymen of the State is good missionary work, the result of which is being noticed in the larger interest in improved dairy cattle.

A number of young bulls have been sold at the moderate price of \$100 each.

During the year a start has been made toward the establishment of a

beef herd of Aberdeen-Angus cattle by the purchase of two females from the herd of A. W. Longley of Bishop, Inyo County, California.

SHEEP

Work with winter lambs from grade Dorset Horned ewes has been continued, and while it has been pretty well established that winter lambs can be very successfully raised in this region without the use of expensive buildings for shelter, found necessary in the Middle West and Eastern States, the continued offering of winter lambs on the San Francisco market brings out the fact that this market is much more limited than seemed to be the case when Nevada lambs were first offered.

Another year's work will probably settle this question of market, which is the vital question.

Small breeding flocks of pure-bred Hampshires, Shropshires, South-downs, Dorset Horned, and Cheviot sheep are being maintained and ram lambs offered for sale.

HOGS

A breeding herd of Berkshires is being maintained and the increase offered for sale for the improvement of the herds of the State. It is expected that Poland-Chinas will be added during the year.

This department has cooperated with the Department of Veterinary Science in the production of serum for the prevention of hog cholera, the department furnishing some hogs and labor for the production of serum. Some experimental work has been done in the matter of immunizing the University herd against cholera.

EXHIBITION AT FAIRS

In the fall of 1910 this department determined, partly for the purpose of advertising the work of the department in the University, and partly to furnish opportunities for experience to students in animal husbandry, to make an exhibit of University stock at the California State Fair. The result of this show seemed to justify the venture. The premiums won paid the expenses of the trip, the students accompanying the exhibits had a valuable experience, and friends were made for the University. Besides the cash premiums, twelve championship medals were awarded to this exhibit. Among these the most notable, on account of the strong competition encountered, were five of the six championships offered in the Holstein classes, and that for the best boar of the Berkshire breed.

While exhibition is more properly college than Station work, the fact that the animals shown were the property of the Station makes proper the mention of the show in this report. It is suggested in this connection that most of the live stock of the Station might properly be transferred to, and maintained by, the college.

Respectfully submitted.

DEPARTMENT OF ENTOMOLOGY

The Director,
Nevada Experiment Station,
Reno, Nevada.

SIR: I have the honor to submit the following report for the year ending June 30, 1911:

ADAMS FUND

Studies of insect enemies of the codling moth (*Carpocapsa pomonella*) were continued throughout the year. Many facts of biological interest came to light, among them several instances of secondary and tertiary parasitism. For the original host the larva of the Mediterranean flour moth (*Ephestia kuehniella*) was substituted, since the latter can be raised in abundance in confinement.

It became apparent early in the year that among the various factors which favor the increase and the abundance of the parasitic enemies of the codling moth was that of food. Moreover, many facts seemed to indicate that the whole matter of the food of mature parasitic hymenopters rested under a misconception. Accordingly methods were worked out for the study of the food of the insects of this group in the laboratory, and these studies were brought to a partial completion by the end of the fiscal year. Finally these facts were grouped and prepared for publication in bulletin form, and were illustrated, then submitted to the judgment of Dr. L. O. Howard as to their importance and fitness for immediate presentation. Preparations were made for a series of similar studies of the larger forms of the same group, studies to be continued through the summer and autumn of 1911.

In this connection the curious phenomenon noted by Dr. Marchal of Paris when mature egg-laying parasites themselves derive sustenance from the hosts in which they are ovipositing was given much study. Apparently this was an instance where the interest of the egg-laying mother ran counter to that of her offspring; but it soon became apparent that the great prolongation of life in the parent brought about by this strange habit more than compensated for any loss of food on the part of her future progeny. This and similar habits on the part of certain Braconids were carefully illustrated photographically.

HATCH FUND

Under this fund a great deal of correspondence was carried on throughout the year with farmers and others interested in insect matters. The requests for information came from all parts of Nevada and from adjoining States, indicating a growing interest in the work of the Station. Occasionally the letters were so indefinite that it was hard to judge the

nature of the trouble experienced; and in such cases it was somewhat difficult to be of service. As is usual in such matters, no report was received as a general thing from the persons to whom advice had been given, as to the efficacy of the treatment. In a few instances insect outbreaks of considerable importance were reported, and it then became necessary to leave the laboratory and go to distant points in Nevada and study the conditions at first hand.

CUTWORMS INJURING ALFALFA

In May, 1910, we received a report that the alfalfa weevil had appeared in Monitor Valley, east of Austin, Nevada; and several reports of a like nature from points farther east in the State made it imperative to pay the infested region a visit. Accordingly the writer went to Monitor Valley where he spent several days studying an outbreak of a new cutworm which was devastating the alfalfa fields in that valley. The worms were brought to Reno in considerable numbers and reared without difficulty in the usual type of Riley cage. Upon the emergence of the imagoes, specimens were mounted and sent to the Bureau of Entomology in Washington, and to Dr. J. B. Smith of New Jersey for identification. They were identified with considerable difficulty as *Euxoa ridingsiana* Grt., a form which has hitherto been rare in collections. The larvæ had never been described or noted, nor any of the other early stages, nor was anything known regarding the habits of the insect.

Its power to destroy alfalfa was very great, for infested fields had entirely failed to make a start, remaining as brown and bare as in March. The worms were scattered thickly in the stubble of the cutting of the previous year, nibbling every bud as fast as it appeared, and wholly preventing growth, even following the tender sprouts down into the ground. They were so numerous as to menace the crop on almost the entire infested area; but in the field where they were most numerous they had done least damage, strange as this may seem. This field had made a start rather earlier in the spring than the others, owing to soil conditions, and had grown ahead of the cutworms. As a consequence it was producing a normal stand of alfalfa in spite of the presence of the worms.

There was little chance of successful work against the cutworms under the whole set of circumstances. In previous outbreaks of the same species studied in Elko County, Nevada, it had been noted that where soil and water conditions would allow, the worms might be drowned out by flooding the fields with a superabundance of water at night when the worms were crawling about. On one sloping hillside in Elko County, where alfalfa was growing, a steady flow of water through the night washed the field so clean of cutworms as to clog the ditch below, where the worms lay in masses when the water was turned off and decayed in the sun. In the present outbreak there was no possibility of this treat-

ment, owing to a deficiency in the water supply. However, blackbirds and other enemies did much to destroy the cutworms, while the pupation of the others as they matured gave the fields a chance to make a start, so that the final crop was almost as good as usual.

An attempt was made to get the eggs and all the early stages of this species in the laboratory, but without result. The notes and those of previous years were prepared for publication, but were not published, in the hope that a new opportunity might soon come for the study of this insect pest in full detail.

THE ALFALFA WEEVIL

As noted above, many reports were received of the presence of this insect in Nevada, but as far as is now known it did not obtain a foothold in the State.

There is, of course, every prospect that it will appear in the near future, but up to the end of the fiscal year no well-authenticated report of its presence had been noted. This does not mean that it has not been introduced into Nevada repeatedly by passing trains coming through the heavily infested region of the Salt Lake Valley. It would take only a single gravid female to people the whole Humboldt Valley in the course of time. So much alarm is felt on the part of alfalfa raisers that they have sent many letters asking whether it is safe to plant Utah alfalfa seed. Very many refuse to purchase the Utah seed under any circumstances. Still, there is not so much danger as one would imagine of the introduction of the weevil in this way. This is true primarily because of the fact that in the districts worst infested little or no seed can be grown, and none is likely to be exported. The danger in the importation into Nevada of Utah alfalfa seed would come from the fact that the presence of the weevil is not often noted until it has increased to numbers exceedingly apparent through their destructiveness. From regions lightly infested in which the weevil has not been recognized it might perhaps be brought in seed into Nevada, though the usual screening of the seed would render this doubtful.

Laborers from the Salt Lake Valley might readily bring mature, egg-laying female weevils from that region in their bed-rolls, and in this way might readily introduce it into new regions. The destructive nature of this new pest, the fact that it is so much more destructive in America than in the old-world region of the Mediterranean whence it is derived, the injury done by the weevil to the seed industry, to the honey industry and to every form of farm life dependent upon the alfalfa plant for hay—all these facts serve to illustrate the importance of excluding this pest from Nevada, as long as that may be in any way possible. Owing to scarcity of funds, no patrol work along the lines of the railroads leading into Nevada from the Salt Lake Valley was attempted, but such work

should no longer be deferred, for it may be possible to destroy wholly all the weevils on a small, isolated, infested district if they are only discovered in time. Still, as a matter of fact, it is most unlikely that any such good result would follow, simply because the mature insects are strong flyers and are soon widely dispersed by the wind.

The introduction of this insect into Nevada will cause much annoyance and injury, but at the best it will be several years before it has become so widespread as to cause great loss, by which time means of checking its injuries may well be discovered.

APICULTURE

No work in this field was attempted in the fiscal year in question, as the appropriations for the department were too limited to permit any such undertaking, but it would be eminently proper to undertake the keeping of bees and the study of their foods and diseases and the other factors in bee-keeping under Nevada conditions. Still, as long as the personnel of the Department of Entomology consists of one man, who is carrying an Adams Fund project in addition to the routine work of the department, it will be hardly possible to institute work in apiculture. In fact, it is difficult for one man to maintain a laboratory and feed and care for many living organisms, and at the same time do field work of any kind.

THE INSECTARY

The structure of this insectary was described in previous reports, but so many letters and queries have been received regarding it in the course of the last two years that a word as to its usefulness may not be amiss. To a large extent it makes it possible to rear larvæ and to observe insects under natural conditions of light, moisture and temperature. Still, it does not wholly take the place of the Riley pattern breeding cages, simply because it is not possible to foresee what insects will come under observation and to provide food-plants for them in advance in the insectary. Under such circumstances it is necessary to gather the food plants in the usual way and to study the insects in the work room in cages.

For certain insects the insectary in question proved a veritable trap. To leaves covered with honey dew, parasitic insects thronged through the open doors of the insectary, flying from the leaves to the screened walls, where they were easily captured.

The durability of the structure was greater than was anticipated. The screen has stood the weather for three winters without rusting out.

METHODS OF PHOTOGRAPHING INSECTS

The writer has long been of the opinion that insects should be photographed as living, active organisms rather than as dead and dried specimens, unless it is one's purpose to show their structure and markings, as when colored plates of moths are prepared for systematic works.

In the study of parasitic hymenoptera under the Adams Act much of the description could be illustrated and vivified by good illustrations, but the writer found it quite impossible to make drawings of the insects in series in action. Still, there existed no method of photographing them at magnifications which would illustrate their habits and structures. With the help of an electrician, Mr. Geo. I. James of this city, the writer designed a simple apparatus for making flashlights of living insects in which a stout box took the place of the camera, and the flash powder was fired electrically.

By this means pictures in series at a magnification of sixteen diameters were prepared. These pictures illustrated the Marchal phenomenon noted under the Adams Act. On the whole, it is the writer's opinion that by flashlights made under suitable magnifications we shall now illustrate nearly all insect subjects. Plant-lice would be especially suitable subjects to begin on, as they lend themselves readily to this procedure.

Respectfully submitted,

S. B. DOTEN.

DEPARTMENT OF CHEMISTRY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit the following report from my department for the year ending June 30, 1911:

The department of chemical research in this station, whose work shall be exclusively under the Adams Act, was created two years ago. The plans and nature of the investigations, which were then inaugurated and have since been in progress, are outlined in my first report, issued last year.

No important additions to the laboratory equipment have been made during the year, with the exception of a two-cylinder Geryk vacuum pump and a Bausch and Lomb petrographic microscope with several accessories for measuring and drawing crystals.

The department has had the assistance of Mr. F. C. Henriques to the extent of twenty-four hours per week throughout the year.

Since our laboratory equipment and library facilities are inadequate for carrying on my investigations to the best advantage, a petition was granted to allow me the privilege of continuing these researches in outside laboratories, especially equipped for such work. The work *in absentia* will begin September 1st and continue for eighteen months, unless unforeseen circumstances intervene to make it advantageous to shorten this time.

In last year's report mention is made of three different substances that were isolated from alfalfa, and designated as A, B, and C. The work this year has been concentrated, almost exclusively on the B product, which was found to be a compound of considerable complexity, from which oxalic acid, myristone and another product resembling a ketone can be split off by oxidation with dilute nitric acid. A complete discussion of myristone obtained from alfalfa, together with a detailed method for its isolation, will be found in the November number of the Journal of the American Chemical Society of this year. To my knowledge this is the first instance that myristone has been obtained from a natural product. Its physical and chemical properties, as well as its combustion value, agree perfectly with the synthetic myristone obtained by Kipping (Journal of the Chemical Society, vol. 63, p. 458). Much work has already been done on the other product obtained from residue B, which in all probability is a ketone having a slightly lower molecular weight than myristone. A discussion of this will be published later.

A large portion of the time has been occupied in collecting and purifying material for next year's work. About 50 grams of residue A, representing about .22% of the weight of the dry alfalfa meal, 50 grams of residue B, representing .23%, and about 500 grams of residue C, representing 2.07%, have been accumulated. Besides these products, we have about 5 kilograms of chlorophyll residues, 2 kilograms of water extracted residues, and about 600 grams of a substance obtained by extracting with 3% hydrochloric acid and precipitating with sodium hydroxide, which is temporarily called residue D.

Several other residues have been obtained by evaporating the filtrates in the separation and purification of the above-mentioned products.

Some work has also been done on the poisonous principle in water hemlock, but not enough to warrant a complete discussion of it. Suffice it to say that the poison in water hemlock, or what is locally called poison parsnip, is entirely different in character and properties from the cicutine obtained from the European variety. Cicutine is an alkaloid volatile with steam, whereas the toxic principle in our local variety is neither an alkaloid nor is it volatile with steam. It is a reddish-brown, waxy-looking substance, soluble in ether, alcohol or other organic solvents. It is insoluble, but forms an emulsion with water. Its odor is characteristic and penetrating. It is a very inert substance chemically, but is precipitated with lead acetate. It is neutral to indicators, and possesses alcoholic properties. Racemic acid is obtained by oxidizing it with dilute nitric acid. Its physiological properties have been tested by feeding it to cats, rabbits and guinea pigs, but these results will be published in connection with its complete discussion. Differing from cicutine, this substance is not present to any great extent in the seeds or stem of the plant, but mostly in the roots. It represents only from .6% to .7% of the green weight of the root. About 300 grams have been accumulated that will serve as material for next year's investigations.

In conclusion, I would recommend that if possible some additional laboratory space be provided before my return, and that the departments of research, and pure food and drugs, shall have separate stockrooms for chemicals and apparatus. This would put the responsibility for loss, breakage and contamination of chemicals within the department concerned.

Since it has proved impractical to give students free access to all stockrooms, without being able to ascertain the extent of their breakage, consumption of expensive chemicals, or damage to delicate and costly apparatus, I would strongly recommend and urge that a separate laboratory be provided for students in agricultural, physical and industrial chemistry.

Respectfully submitted,

C. A. JACOBSON.

**DEPARTMENT OF
VETERINARY SCIENCE AND BACTERIOLOGY**

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit the following, the fifth annual, report from the Department of Veterinary Science and Bacteriology for the year ending June 30, 1911:

EQUINE ANEMIA

Practically our entire time and the resources at our disposal have been devoted to a continuation of our study of equine anemia. There have been several cases of the disease in the region where all of this work has been done, that is, the valleys along the west side of the Ruby Mountains, but no serious outbreak. It is reported that it has appeared in the valleys on the opposite side of the range, but those reports have not yet been confirmed.

A number of chronic cases have been under observation during the year. We have made a considerable number of clinical observations and blood examinations and performed several autopsies. Cultures have been made from the blood of several animals, but have invariably, as heretofore, yielded only negative results. The clinical character of the disease and its morbid anatomy may be considered as well established. The etiology and means for its prevention and control remain unsolved problems.

The principal development during the year has been the demonstration of certain bodies within the red blood corpuscles from affected animals. These bodies were noted in the first cases studied by us and were referred to in Bulletin No. 68, page 84. In studying blood films stained by Giemsa's method our attention was more forcibly drawn to them than heretofore, because until then we had never observed them taking stains well. By this method they stain deeply and appear as clearly defined bodies. Upon making a careful review of our collection of blood films they were observed in every well-defined case from which material has been preserved. The nature and significance of these bodies are undetermined. In the hepatic cells from one case we have found bodies closely resembling those described by Ballah in Saskatchewan. Whether they are identical with or are related to those found in the red blood corpuscles is also undetermined. This discovery opens another interesting line of observation in this investigation, which, by the way, promises to extend over a considerable period of time. We shall continue these

observations as material presents and undertake experiments in the hope of eventually determining the nature of these bodies and their relation, if any, to the diseases with which they are associated. A paper is in course of preparation for publication in the near future describing these bodies.

A paper entitled "Equine Anemia Investigations in Nevada: A Clinical Study," was presented to the fourteenth annual meeting of the United States Live Stock Sanitary Association, at Chicago, Illinois, December 5, 6 and 7, 1910, and is published in their proceedings for that year on pages 137 to 143.

This will continue to constitute the principal work of this department.

Respectfully submitted,

WINFRED B. MACK.

DEPARTMENT OF METEOROLOGY AND CLIMATOLOGY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit herewith the report of the Department of Meteorology and Climatology for the fiscal year ending June 30, 1911:

The attention of this department has been confined in the main to the two projects of

1. The Forecasting of Frosts from Mountain Tops; and
2. The Relation of Mountains and Forests to the Conservation of Snow.

The first project, however, has been supplemented by a preliminary temperature survey to delimit the nearly frost-free areas of the State and by experiments to determine the feasibility of smudging at low and rapidly falling temperatures.

Project I: THE FORECASTING OF FROSTS FROM MOUNTAIN TOPS

Through the assistance of Mr. S. P. Fergusson, who accepted provisionally the post of Associate Observer in the Station, the study of frost forecasting has been vigorously pushed during the year. The Mount Rose station was made secure against further damage by ice, and the weaknesses in the meteorograph were corrected. Except for the occasional loosening of the set-screws under violent and continued vibration, and the destruction of the anemometer through accretions of ice, this instrument has worked with complete success. Records covering the period of a month and recording the wildest weather encountered during the winter were obtained. During the latter part of the year a sunshine recorder and a regulator clock were installed.

At Camp Refuge, in Contact Pass, a more commodious hut was erected. This hut, like its humble predecessor, was made of sand bags. It was made sufficiently tall to permit of standing up, and large enough to hold a bed, a table, chairs and a stove. It has been made the headquarters for the Mount Rose work.

A base camp has been maintained at Mount Rose Ranch despite the total abandonment of the ranch by its owners throughout the winter.

The base stations long contemplated at Truckee and at Fallon were established. The meteorograph at Truckee is in charge of a paid observer, Mr. A. J. McPhetres. The meteorograph at Fallon is in

charge of Mr. F. B. Headley, who generously consented to install it among the instruments of the Reclamation Service on the Government Experimental Farm in the Carson Basin. Both observers have won the gratitude of the department for the faithfulness and interest they have displayed in the work. These stations, with a smaller one in charge of Mr. Robert Watson, at Tahoe City, form a series through the aid of which the value of the high station on Mount Rose is to be determined.

Records are being regularly obtained from all the stations, and the experiment should now be conducted without further interruption.

Associated with frost forecasting is the temperature survey of the arable lands of the State, to determine the relative freedom of the various localities from frost. In April temperature stations were established at four separate points in the Truckee Meadows west of Reno, and temperature measurements are being made by other departments on the Station Farm. These five stations represent varying conditions of elevation and air drainage, and will be utilized for determining the nature of the conditions under which frost occurs.

Results of immediately practical value have already been obtained. The bench lands, high above the valley floor, have been found to be comparatively frost-free at the very time when the lower lands are continuously assailed by frost, the decreased intensity of radiation experienced there not only diminishing the intensity of the frost, but also reducing the frequency of its occurrence. The amount of smudging and fuel required for it accordingly is slight at the high level, while expensive lower down. Furthermore, the land thus peculiarly adapted for fruit is hilly and suited for little else, except chickens. If this land be put into fruit, the acreage of arable lands will thus be increased.

In connection with the temperature survey, cooperative experiments in smudging orchards have been carried on, and simpler methods of forecasting frost and determining the intensity thereof have been evolved, based upon the maximum and minimum temperatures and general weather conditions of the days immediately preceding. The intensity of the frost within two or three degrees for any particular locality could be readily determined.

The experiment in smudging was a complete success, for the orchard where the experiment was conducted and the near side of an adjoining orchard are loaded with fruit—plums, pears, and apples—while orchards elsewhere are generally fruitless except for an occasional late-blossoming tree. The lowest temperature encountered was 25 degrees Fahrenheit. Successful smudging was also done by the Walts Brothers, south of Reno, where a temperature of 22 degrees was encountered. The third attempt for the season was made on the Station Farm, where the extraordinary temperature of 19 degrees was successfully met, despite the strength of the air currents there and total lack of windbreaks. Owing to adverse

conditions of temperature and air and the consequent expense, the experiment was discontinued.

The complete success of these experiments where continued, despite the intensity and the frequent occurrence of the frost, furnished indisputable evidence of the practicability of raising fruit in Nevada. The expense, though considerable, is far below the income that will be derived from the orchards, and in normal years would be merely nominal. The fact that the Walts Brothers smudged thirteen times and the writer only eight, while a resident of the high bench land would have been compelled to smudge only four or less, demonstrates the economic importance of the temperature survey now being made..

As a result of the experiments in smudging, several farmers have already determined to install orchard heaters this coming season. A bulletin entitled "Frost: Its Avoidance and Prevention in the Orchards of Nevada," is now being prepared. The successful introduction of smudging in Nevada will establish on a permanent basis its industry of fruit raising, which yields large returns in choice fruit, when temperature conditions permit.

Project II: THE RELATION OF MOUNTAINS AND FORESTS TO THE CONSERVATION OF SNOW

Project II has been subordinated to Project I throughout the year, yet considerable progress has been made. The seasonal measurements of snow have been continued along certain typical courses on Mount Rose, and forecasts of the amount of snow available for irrigation have been made. The measurements at Lake Tahoe, except at Tahoe City, and the contemplated trip to the Ruby Mountains were abandoned.

On Mount Rose the amount of moisture in the form of snow available for irrigation the present season was 44.4 inches, or almost double the amount (23.5 inches) available last season. Furthermore, on account of the lateness of the spring, 38.3 inches of moisture were available as late as June, whereas only 7.2 inches were available a year ago.

Accordingly the high water that usually occurs in the streams on the eastern slope of the Sierra Nevada Mountains as early as April-May was deferred this season to May-June, and the Truckee River and smaller streams are still running bank high.

The sampler has been still further improved against rusting and the adhering of wet snow by a coating of shellac. More accurate spring balances, however, must be made to avoid instrumental errors.

The study of the temperature of the snow, except in the case of deep drifts, has been postponed until a thermograph suited to the purpose can be obtained.

The study of the evaporation of snow and particularly the relation of forests to it has been carried on in detail throughout the spring and early

summer. Nearly continuous experiments have been conducted in the forest and the open country at Lake Tahoe by Mr. Robert Watson, while three series of experiments were conducted by the writer, with the assistance of Mr. Arthur L. Smith and Mr. E. B. Sollenberger, on Mount Rose. In every instance the superiority of the forest over the open in retarding evaporation was clearly shown. In winter when the snow was frozen evaporation was very pronounced because of the high winds prevailing in the vicinity of the mountains—most striking evidence that the forests that clothe the mountains should be preserved to their greatest height of elevation.

The rate of melting and evaporation have been determined in an approximate manner for certain wind velocities and temperatures. Owing to the rapid retraction of the snow from the rim of the pan, the surface of the snow exposed to the air is soon increased beyond that originally exposed and the apparent rate of evaporation is thereby increased. Larger pans must be used for a time to determine the corrections to be applied to the smaller. Besides this, readings to determine the humidity of the air above the pan and careful determinations of the temperature at the surface of the snow should be made.

The precipitation tank on the summit of Mount Rose has remained in good condition throughout the year. Heretofore during every winter accumulations of ice or frost have wrecked the intake pipe and broken the guy wires. In October stays or braces made of 2x4-inch timbers bolted together and to the pipe in the form of a pyramid were substituted for the guy wires, and afford ample support against wind and ice. Large improvements in the orifice of the tank are contemplated when funds are available.

The contents of the tank were still frozen on June 10th, but the catch of snow is considerable.

Personal assistance has been rendered on Mount Rose by Messrs. James and Philip Callahan, Arthur L. and Frank Smith, H. B. Wood, E. B. Sollenberger, and Charles L. Brown, and at Lake Tahoe by Messrs. Robert Watson and Rodgers, and at Fallon and Truckee by Messrs. F. B. Headley and C. L. Gooch (now deceased), and A. J. McPhetres and Miss Etta A. Sackett. Their aid was of vital importance and was most unselfishly given.

The plans of the department for the coming year in the order of their importance are as follows:

Project I—(a) Kite flights to determine the meteorological errors of Mount Rose; (b) the systematic obtaining of records at the various stations and the compiling of data from them; (c) the publication of a bulletin on "The Avoidance and Prevention of Injury by Frost to the Fruit Orchards of Nevada," in which will be summed up the experiments and experiences of the past season; (d) the continuation and extension

of the temperature survey of the State; (e) the investigation of the causes of frost.

Project II—(a) The preparation of a bulletin embodying the results of the study of snow to date; (b) the continuation of the seasonal measurements of snow on Mount Rose; (c) the further study of the evaporation of snow; (d) the obtaining of continuous records of the fluctuations of temperature at varying depths in snow, and (e) the reinauguration and extension of snow measurements around Lake Tahoe for the purpose of ultimately making forecasts of floods and water available for irrigation.

Some of the projects must await the obtaining of funds. The most important researches, however, should be continued.

Mr. Fergusson, who came provisionally as Associate Observer at the beginning of the year, has decided to remain, and has been regularly elected as Professor of Meteorology and Climatology in the University and as Associate Observer in the Station.

Respectfully submitted,

J. E. CHURCH, JR.

DEPARTMENT OF LIBRARY

*The Director,
Nevada Agricultural Experiment Station,
Reno, Nevada.*

SIR: I have the honor to submit the report of the Experiment Station Library for the year ending June 30, 1911:

Accessions to the library amount to one hundred and forty-two volumes, together with the usual periodicals, bulletins and pamphlets. No binding has been done this year.

The bulletins issued by this Station have been distributed, and catalogue cards received from the Department of Agriculture and the Library of Congress are filed to date.

The library, since occupying the new room, has been more freely used, especially by the students of agriculture, and its usefulness bids fair to increase.

Respectfully submitted,

MRS. T. W. COWGILL.

O

STATE OF NEVADA

FOURTH ANNUAL REPORT

OF THE

**Railroad Commission of
Nevada**

1911

H. F. BARTINE - - - - - Chief Commissioner
J. F. SHAUGHNESSY - First Associate Commissioner
W. H. SIMMONS - Second Associate Commissioner
E. H. WALKER - - - - - Secretary



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT

1912



FOURTH ANNUAL REPORT

OFFICE OF THE RAILROAD COMMISSION OF NEVADA,
CARSON CITY, NEVADA, January 1, 1912.

HON. T. L. ODDIE, *Governor of Nevada.*

SIR: As required by law the Railroad Commission of Nevada submits this, its fourth annual report, which is for the calendar year ending on the 31st day of December, 1911.

AN EVENTFUL YEAR

The year has been an eventful one in the matter of regulating common carriers, both interstate and intrastate. After the final submission of the Reno, Spokane, Phoenix and Salt Lake cases to the Interstate Commerce Commission, numerous railroads, including the transcontinental lines reaching the Pacific Ocean, made application to the National Commission for exemption from the operation of the long-and-short-haul provision in the amended fourth section of the Interstate Commerce Law. The hearing came on at Washington in the latter part of March, 1911. The application involved a consideration of the facts and principles at issue in the so-called Reno case, as well as the others above mentioned.

HEARING AT WASHINGTON

Attorney-General Baker, Chief Commissioner Bartine and First Associate Commissioner Shaughnessy attended the hearing and took an active part in the proceedings. The applications for specific reductions in commodity rates were argued at length, as was also the legal interpretation of the amended fourth section. In the applications for relief from the long-and-short-haul clause of that section, the testimony in the Reno, Spokane, Phoenix and Salt Lake cases was introduced and made a part of the record. Some additional testimony was introduced and the hearing covered a period of two full weeks. The arguments were thorough and exhaustive, and it was the view of the members of this commission as well as of the Attorney-General that the railroads utterly failed to make a case. Their testimony was altogether general and was confined to the single claim that some 300,000 or 400,000 tons of competitive freight reached the Pacific seaboard from the Atlantic coast by water, a claim, as we think, not well supported by evidence. Not the feeblest effort was made to show to what extent this ocean tonnage affected the rates at the coast terminals and forced them below what would be commercially remunerative compensation for the services rendered. As we view these Pacific coast cases, this point was the crux of the entire question, and the railroads made a blank failure in dealing with it.

SHOWING IN THE RENO CASE

On the other hand, the showing in the Reno case upon the effect of water competition was exceptionally strong. It was made clear that the total actually competing water tonnage was very little, if any, in excess of 200,000 tons, while the rail tonnage was approximately 3,000,000

tons—so that the water tonnage could scarcely exceed 7 per cent of the total. From this was drawn the reasonable deduction that the water tonnage was not a controlling factor. But this conclusion was not the result of deduction alone.

WATER COMPETITION THEORY OVERTHROWN

It was admitted by the general freight agent of the Southern Pacific Company that the transcontinental lines made their rates on west-bound freight without regard to existing water rates, and with perfect indifference as to what rates the water carriers might conclude to make thereafter. Accepting this admission as true, and it certainly would not have been made if it had not been true, it is self-evident that the water carriers do not exert a controlling influence upon rail rates to the coast terminals. The conditions being as stated, if the water carriers have any effect upon the rail rates it certainly is not a controlling effect, if we give to the word "controlling" its usually accepted meaning. Nor did we stop even here in meeting this point.

TERMINAL RATES FULLY COMPENSATORY

By the most careful mathematical calculations and computations this commission demonstrated that the rates charged to the coast terminals would be amply remunerative if applied to Reno and other points upon the Central Pacific line in Nevada—that upon any fair valuation of the property such rates would yield from 10 to 14 per cent per annum. This demonstration by facts and figures was never overthrown by any counter showing on behalf of the railroads, and, indeed, although the case has been pending more than three years, with four different hearings and two exhaustive arguments in the case, the railroads have not even attempted to break the figures down. So weak has been their position that their counsel has been forced to make the absurd contention that the question of reasonable rates cannot be determined by mathematical computations. According to the counsel we have had to contend with in this most important case, the only fair test of a reasonable rate is the judgment of a railroad's traffic manager.

THE FOURTH SECTION HEARING

When the applications for relief from the fourth section were heard before the Interstate Commerce Commission last March it appeared that the Reno, Spokane, Phoenix and Salt Lake cases were being merged into the cases presented by those applications. Measurably this proved to be true. The commission finally made an order granting commodity rates in the Salt Lake case, but no such orders were made in the other three. Instead, two general and sweeping orders were made in the matters of the fourth section applications, which orders, it was assumed, would give a large measure of relief to Reno, Spokane and other places similarly situated. The order covering the Reno case did not give us all the relief that we felt Nevada to be entitled to. As we looked at it, the order allowed the roads more exemption than their evidence justified. We felt that no specific showing had been made in support of their applications, that they should be dismissed and orders made in the Reno, Spokane and Phoenix cases, fixing such rates as the evidence showed to be just and proper. Still, the fourth section orders went so far in the general adjustment of the transcontinental freight situation that we were willing to

accept them as a new basis of rate-making for the intermountain region on west-bound freight.

FOURTH SECTION ORDERS BY COMMISSION

By the fourth section orders the roads were required to carry freight from Missouri river points to intermediate territory at rates no higher than those charged to the coast terminals; from Chicago territory they were allowed to charge 7 per cent more to Reno and other places similarly situated than to the terminals; from Pittsburg and common points a differential of 15 per cent was allowed against intermediate points, while from the New York zone on the Atlantic seaboard where the water competition, such as it is, exists as a fact, the roads were allowed to charge 25 per cent more to Reno, Spokane, Phoenix and other intermediate places than to the coast terminals. These exceptions were made upon the theory that water competition has some effect upon terminal rates, but there being no specific testimony as to what that effect was, if there were to be any exceptions they must, in the nature of the situation, be arbitrary.

EFFECT OF THESE ORDERS

It is impossible to figure out exactly in dollars and cents what the saving will be to Nevada under the operation of the fourth section orders if they are put into effect. But it must certainly be very large. Seventy-five per cent of all the freight coming into the State from the east originates in the territory extending from Chicago westward, about $12\frac{1}{2}$ per cent, roughly speaking, from the Pittsburg territory, and the remaining $12\frac{1}{2}$ per cent from the Atlantic seaboard. As a very considerable quantity of our freight originates in Missouri river territory, from which no higher charge is allowed by the orders to Nevada points than to the terminals, it is safe to estimate that upon the entire mass of freight received from eastern territory the differential against us under these orders would not average much, if anything, more than 7 per cent, while at the present time it cannot be less than 50 per cent. Hence, the saving will surely be an enormous one. Probably half a million dollars annually would be ultra conservative.

This, however, would only be a beginning. There being a lower rate from Chicago than from points farther east there would be a direct inducement to increase our purchases in the Chicago territory and diminish them from New York and Pittsburg. Chicago, having an advantage over the more easterly cities in the matter of freight rates, would naturally engage in the manufacture of many things now produced only upon the Atlantic seaboard, and thus secure more and more control of the far western market. Ultimately the sources of supply would in a large measure move still farther to the west into the Missouri river territory, thus to get the advantage of absolute terminal rates or even something less, because of the shorter haul.

But we should not stop here in a suggestion of the beneficial results to flow from the fourth section orders if they be upheld. Apart from the mere saving in the amount of money actually paid in freight, as an immediate effect the Pacific coast jobber would be deprived of his present advantage in the Nevada commercial field, and Reno, Winnemucca, Elko and other Nevada towns would at once control the distributing trade of the State in all commodities produced east of Ogden. This would mean a very rapid growth in population as also in commercial and tax-

able wealth. Reno and the other towns named should easily double their present population in a very few years. The lower rates would lower the cost of living, and cheapen merchandise and materials of all kinds necessary for the upbuilding of the State upon every line. With such increase of wealth and population the saving expressed in dollars would be correspondingly increased as time went on, and the railroads would, of necessity, share in the general benefits resulting from the greatly enlarged business.

THE RAILROADS' APPEAL TO COMMERCE COURT

Naturally enough, we welcomed the fourth section orders, even while believing that we were entitled to still better rates than those orders are designed to give us. We felt that if any error had been committed it was in favor of the railroads, and we believed that the orders would be promptly obeyed. Therefore, it was with a feeling of great surprise, coupled with a keen sense of disappointment, that we learned that the railroads had appealed to the Commerce Court in suits brought to enjoin the enforcement of the orders. Our disappointment was intensified when that court shortly thereafter made an order granting the injunctions asked for, pending the trial of the cases. This appears to the Interstate Commerce Commission as tantamount to an adverse decision upon the merits. Accordingly appeals have been taken by the commission to the Supreme Court of the United States. These fourth section suits were brought by the railroads concerned against the United States of America, and the orders complained of were defended by the Attorney-General's office and the Interstate Commerce Commission through its law department. The questions considered appear to have been purely legal in character, and this commission has not been able to see how it or Attorney-General Baker could render any effective service either before the Commerce Court or in the Supreme Court of the United States. We have expressed our willingness and desire to assist if we could be of substantial service. At the same time we have hesitated about obtruding ourselves, feeling that to do so might be regarded in the light of a reflection upon the ability of the Government's representatives to handle the cases properly.

DESIRED SPECIFIC ORDER IN RENO CASE

It is but just to ourselves for us to say, though, that we most earnestly desired a specific order in the Reno case. We had labored untiringly upon the case, much of the time for about three years, and we firmly believe that the evidence and argument show us to be entitled to a larger measure of relief than the fourth section orders will give us if sustained by the Supreme Court of the United States. In that case we asked for terminal rates to all Nevada points, or such other and different rates as the Interstate Commerce Commission might deem just and reasonable. We would have been fairly well satisfied for the present with specific rates approximating what the fourth section orders, if sustained, will force the railroads to put into effect. Such an order could, we believe, be defended successfully upon the facts both in the Commerce Court and in the Supreme Court of the United States, and we would have been in position to render effective aid in either tribunal.

PETITION FOR ORDER IN RENO CASE

When we found ourselves confronted by an adverse decision in the

Commerce Court, very naturally it suggested some doubt as to the outcome in the Supreme Court. Our final petition in the Reno case asked for certain specific rates on certain specific commodities from certain defined territories. There was nothing therein that in any way conflicted with the fourth section orders, which had left the Reno case open for a final order at some later date, and which also left special commodity rates subject to future adjustment. Accordingly, to make it clear that we waived nothing of our demands in the Reno case, on the 21st of November, 1911, we prepared and forwarded to the Interstate Commerce Commission the following petition:

BEFORE THE INTERSTATE COMMERCE COMMISSION

Petition for Final Order.

Railroad Commission of Nevada, Petitioner,

v.

The Southern Pacific Company, The Nevada and California Railway Company, Union Pacific Railroad Company, Chicago and North-Western Railway Company, Lake Shore and Michigan Southern Railway Company, and The New York Central and Hudson River Railroad Company, Defendants.

The Railroad Commission of Nevada, the petitioner in the above-entitled cause, petitions further and respectfully asks of the Interstate Commerce Commission the entry of a final order in said cause fixing and prescribing just and reasonable commodity rates from eastern territory to Reno and other Nevada points upon the line of the Central Pacific Railway, one of the main lines of the Southern Pacific System, operated by the Southern Pacific Company, the principal defendant herein.

In support of this petition and request petitioner respectfully shows:

First—That this proceeding was begun by the filing of the original petition on or about July 31, 1908, and that thereafter amended and supplemental petitions were duly filed by leave of the commission.

That on March 29, 30 and 31, 1909, at the City of Reno, State of Nevada, a hearing was duly had before Mr. Examiner Lyon, representing the Interstate Commerce Commission.

That on October 25, and 26, 1909, the cause came on for final hearing at the same place, before Commissioners Clements, Prouty, Lane and Clark, and the cause was then and there submitted, with time allowances to the parties for the filing of briefs.

That petitioner's closing brief was duly filed on or about February 7, 1910, since which last-named date the cause has been fully in the hands of the commission for consideration and determination.

That said case was comprehensively tried upon its merits, all parties being given the amplest opportunity to furnish any and all testimony which they believed would support and make good their respective contentions.

That on, to wit, June 6, 1910, the commission rendered its opinion and made its order No. 1365, in this cause, prescribing the class rates to be charged by defendants to Nevada points on the said Central Pacific Railway, but leaving the commodity rates to be determined later.

That thereafter, on November 3, 1910, pursuant to the order of the commission, the time limit having been extended, the complainant furnished the commission with a list of commodities upon which lower rates were and are desired from eastern territory west-bound to points on the Southern Pacific Company's main line within the State of Nevada.

That no action has been taken with respect to said commodities although more than a year has elapsed since said list was furnished pursuant to the commission's said order, save as the commission has sought to give a measure of relief through its orders in the so-called Countiss applications for exemption from the operation of the long-and-short-haul clause of the fourth section of the Interstate Commerce Law as amended.

That said orders have been temporarily enjoined by the Commerce Court of the United States upon the ground that said orders are invalid, and that as a result the people of the State of Nevada are still subject to the unjust, unreasonable

able, discriminatory and excessive freight charges upon commodities which are complained of in this cause.

Wherefore, petitioner most respectfully but earnestly requests the commission to enter an order in case No. 1665 entitled as above, prescribing just and reasonable commodity rates on west-bound freight destined to Nevada points on the line of said Central Pacific Railway, in conformity with the tabulated schedules on file, or such other rates as to the commission shall seem just and reasonable upon a full consideration of the facts as shown by the evidence introduced in said cause.

RAILROAD COMMISSION OF NEVADA.

By H. F. BARTINE,
Chief Commissioner and of Counsel.

C. H. BAKER,
Attorney-General of Nevada.

EARLY HEARING IN SUPREME COURT

As the Interstate Commerce Commission has sought to cover the rate situation in this State by its fourth section orders, it may be that no action will be taken with reference to the foregoing petition until the United States Supreme Court has passed upon the validity of those orders. These cases have been advanced upon the calendar, and will be argued February 19, 1912. Hence, an early decision may reasonably be looked for. The Interstate Commerce Commission appears to be hopeful that the Commerce Court will be reversed. In that hope we most earnestly share. Nevertheless, we have asked for a final order in the Reno case out of abundance of caution. If the fourth section orders are upheld and go into effect one of our greatest transportation problems will be substantially solved, and, unless our anticipations are vain ones, the State of Nevada will enter upon an era of commercial prosperity such as it has never known before. If the Supreme Court should decide adversely respecting those orders, we feel very certain that it can only be upon technical objections, and that a decision squarely upon the facts could then be rendered in the Reno case, against which no such objections could possibly prevail.

THE DELAY UNPREVENTABLE

All in all, while we deeply regret the delay in obtaining relief in this most important proceeding, it is a source of satisfaction to us to be able to feel that we are in no sense responsible for the delay. The struggle has been a hard one. Our efforts have been directed to the breaking down of a system of freight charging which has been in vogue for a third of a century or more, which has been devised by the most acute traffic minds that railroad money could command, defended by as good legal talent as could be found in the United States, and which for a lifetime has been entrenched behind almost impregnable barriers of legal precedents. Such an undertaking must of necessity be long drawn out. But we believe that success is now near to us, and that either through the fourth section orders, or a special one in our own case, an adjustment will soon be reached that will make our State commercially free—and all without injury to the great railroad system against which the long, hard battle has been fought.

This case is so overshadowing in its importance to the people of this State, that even though it may involve some repetition, it has been deemed well to give further on in this report a somewhat more detailed reference to the case, and show with a moderate degree of fullness the part taken by the commission in the hearing upon the fourth section applications.

SUITS IN UNITED STATES COURT

At the present time there are three suits pending in the United States Circuit Court for the District of Nevada, to enjoin orders made by this commission for the reduction of local freight rates. The first of these is brought by the Southern Pacific Company alone to enjoin the enforcement of the order in Case No. 76 reducing the rates on the first six classes of freight over the main line of the Central Pacific Railway. The second is Case No. 120, commonly known as the Tonopah Lumber Company Case. This was brought to restrain an order reducing the rates on lumber and rough timbers from Verdi to southern Nevada points. The third is Case No. 139, readjusting freight rates from Reno to points on the Nevada and California, and Tonopah and Goldfield roads. The last two cases involve both the Southern Pacific Company and the Tonopah and Goldfield Railroad Company. The first of these cases was tried and finally submitted to the court considerably more than a year ago. The second has been pending for decision about seven months, and the last-named case has been pending nearly three months on a motion for an injunction pending the trial. Meanwhile the commission's order has been held up by the restraining order of the court, as has been the order of the commission in the case first named.

In the second case, reducing the rates on lumber and rough timbers, although in our judgment a much stronger preliminary showing was made than in either of the others, Judges Morrow, Van Fleet and Farrington, sitting in banc, denied the motion for an injunction pendente lite, and the rates prescribed by the commission were promptly applied by the two roads. At the time of the trial of the lumber case the representatives of the roads made prediction of untold complications and calamities to flow to the railroads concerned from the application of the rates prescribed by the commission, but although those rates have been in full force and effect for several months, we are unable to find any verification of the prediction of resultant evil so freely made. The people of southern Nevada are getting their lumber and timbers at lower rates, and the roads engaged in the haul are pursuing the even tenor of their way and doing as well as can reasonably be expected under existing business conditions. As the refusal of Judges Morrow, Van Fleet and Farrington to grant a preliminary injunction in this case is the only decision of the kind that has been rendered in the United States Court for this district, we feel that it will be both interesting and instructive to set out Judge Morrow's opinion in full. It is as follows:

IN THE CIRCUIT COURT OF THE UNITED STATES, NINTH CIRCUIT,
DISTRICT OF NEVADA

George D. Woodside, Complainant,

No. 1141

v.

Tonopah and Goldfield Railroad Company, a Corporation, Railroad Commission of Nevada, H. F. Bartine, Henry Thurtell and J. F. Shaughnessy, as Commissioners thereof, Denver S. Dickerson, as Acting Governor of the State of Nevada, and R. C. Stoddard, as Attorney-General of the State of Nevada, Defendants.

Southern Pacific Company, a Corporation, Complainant.

No. 1142

v.

Railroad Commission of Nevada, H. F. Bartine, Henry Thurtell and J. F. Shaughnessy, as Commissioners thereof, Denver S. Dickerson, as Acting Governor of the State of Nevada, and R. C. Stoddard, as Attorney-General of the State of Nevada, Defendants.

James F. Dennis, Attorney for Complainant Woodside.

Cleveland H. Baker and H. F. Bartine, Attorneys for Defendants.

Charles R. Lewers and C. W. Durbrow, Attorneys for Complainant, Southern Pacific Railroad Company.

Cleveland H. Baker and H. F. Bartine, Attorneys for Defendants.

In equity: Action to enjoin the Railroad Commission of Nevada from enforcing certain railroad rates fixed by the commission for the transportation of forest products between designated points in that State.

Before MORROW, Circuit Judge, and FARRINGTON and VAN FLEET, District Judges (convened under the provisions of Section 17 of the Act of June 18, 1910; 36 Stat. 557).

MORROW, Circuit Judge (orally):

These two actions are suits in equity brought by the complainants to restrain the Railroad Commission of Nevada from enforcing joint rates for the transportation of forest products in carload lots from Verdi, in the State of Nevada, to Tonopah and Goldfield, in the same State. The distance from Verdi to Goldfield is approximately 290 miles. For the distance of 190 miles from Verdi to Mina the transportation is over the main line of the Southern Pacific Railroad between Verdi and Hazen and over a branch line between Hazen and Mina. From Mina to Goldfield, a distance of about 100 miles, the transportation is over the Tonopah and Goldfield Railroad.

The present freight rate on forest products from Verdi to Goldfield is 65 cents per hundred pounds in carload lots, or \$13 a ton, or the estimated equivalent of \$19.50 for the thousand feet of lumber. The Railroad Commissioners have reduced this rate and prescribed for lumber and articles taking lumber rates, joint rates from Verdi to Goldfield of 40 cents to the hundred pounds in carload lots, or \$8 a ton, or the estimated equivalent of \$12 for the thousand feet of lumber. The Railroad Commissioners have also made a classification for rough timber, for which they have prescribed a rate of 25 cents per hundred in carload lots, or \$5 per ton, the equivalent of \$7.50 per thousand feet. The latter rate appears to be the important one in these cases, as it includes mining timbers.

Complainants allege that the rates prescribed by the Railroad Commission for the transportation of forest products between the designated points are unreasonable and unjust, unremunerative and confiscatory; that the authority of the Railroad Commission was to prescribe reasonable rates, rates that would be fair and just and yield a fair and just return; and that they have no power to prescribe rates that are not reasonable and just; and that in prescribing the rates they now propose to enforce, they have exceeded their powers under the law.

The jurisdiction of this court is invoked in both cases, on the ground of diverse citizenship. The complainant, Woodside, in the first-named case, is a citizen of the State of Pennsylvania, and a stockholder of the Tonopah and Goldfield Railroad, and the suit is brought by him against the railroad company, a corporation of the State of Nevada, and the Railroad Commissioners of Nevada to prevent the enforcement of these rates.

In the second case, the Southern Pacific Company is a corporation organized under the laws of the State of Kentucky. And the action is likewise against the Railroad Commissioners of Nevada.

The defendants have answered as they are required to do under the statute, and have fully met and denied all of the equities of the complaints. The answers are specific and under oath. In equity practice this is usually deemed sufficient to dissolve a restraining order and prevent the issuance of an injunction pendente lite; that is to say, where the equities of the bill are denied fully and explicitly by a sufficient answer under oath, the court usually denies an injunction pendente lite for the reason that such an answer is deemed to overcome the equities of the bill.

We may, however, refer to some features of the controversy as shown by the bill and answer and supporting affidavits. The allegations of the bill of complaint are very general in their character. They charge the Railroad Commission with having, as I said before, exceeded their powers in unlawfully prescribing rates that are unreasonably and unjustly low and unremunerative and confiscatory, and, in the Woodside case, it is charged that these rates will deprive the railroad company of its property without due process of law in violation of the Constitution of the United States. In the Southern Pacific case the charge is that the rates prescribed will result in discrimination against points outside of the State, and that the enforcement of these rates will interfere with interstate commerce.

It appears that there is a joint rate for the carrying of forest products from Truckee, Loyalton and Fulda, in California, to Tonopah and Goldfield, which is the same rate now established by the railroads from Verdi to the same points, namely, 65 cents per hundredweight by the carload lots; and it is charged that if the rate fixed by the Railroad Commissioners for the State of Nevada is enforced, it will make an unlawful discrimination with respect to the products transported from Truckee, Loyalton and Fulda, in California, to Tonopah and Goldfield, in Nevada, as compared with the rates from Verdi, in Nevada, to Tonopah and Goldfield, in Nevada. That is the main feature of the Southern Pacific road's case, that it interferes with interstate commerce. Ultimately this charge resolves itself into a constitutional question, whether the order of the Railroad Commissioners is an interference with the exclusive power of Congress to regulate commerce among the several States. The present rate for transporting forest products from points in California to points in Nevada has been fixed by the railroads and not by the authority of the Interstate Commerce Commission. The order of the Railroad Commission does not, therefore, interfere with any authority of the Federal Government to regulate commerce between the several States; that authority not having been expressed or declared. A rate fixed by a state railroad commission for intrastate traffic, if just and reasonable in and of itself, cannot be held to be unlawful and discriminatory because it may conflict with some rate fixed by the railroad company for interstate traffic. Upon adjustment the latter rate must yield. This we think is a complete answer to the allegations of the bill in the Southern Pacific case.

In the Woodside case there is an allegation in the complaint to the effect that if the rates prescribed by the Railroad Commission had been in effect for the seven months ending July 31, 1910, it would have resulted in giving the railroad company a revenue of .0396 of a cent per ton per mile in the transportation of these forest products originating at Verdi; and it is said that the cost of all the freight, not the cost of transporting the forest products, but the cost of transporting all the freight over the line of road during that time was \$.04065; that is to say, the transportation would cost a sum in excess of the revenue per ton per mile as fixed by the order of the Railroad Commission.

The criticism of this allegation of the bill is of course, primarily, that the cost of transportation is not stated with respect to the specific article transported. It is the cost of all the freight transported that is here alleged; and it is pointed out by the Railroad Commission that there is a great difference in carrying, transporting and handling various kinds of freight; and that to say that the cost of transporting all kinds of freight for the amount named, would be in excess of the amount received by the railroad company, furnishes the court with no specific information as to the cost of transporting forest products. The allegation is, however, positively denied by the Railroad Commission, and it is denied specifically.

The Railroad Commission say that while they admit the receipts of the railroad company on forest products would be as stated in the complaint, they allege that the cost of transportation was not the amount stated in the complaint, but was a very much less amount, and they allege that the cost of handling all freight over the line of the railroad was \$.0289 per ton per mile, showing, according to this allegation, that the railroad company would have received a remunerative return in transporting these forest products.

To the court this allegation of the answer appears to be reasonable, and within the knowledge of the court obtained in other cases. It is objected, however, that such a determination is by comparison and is inadmissible, still, as a matter of evidence we know that the transportation of lumber for 290 miles at a rate of \$8 per ton for the better class, and \$5 for the inferior class, is, as compared with other rates, throughout the United States and upon this coast, a high rate. The transportation of lumber for example from the Willamette Valley in Oregon, to San Francisco, over the Siskiyou mountains, a distance of 700 miles, at \$3.10 per ton, has been held to be a reasonable rate over the objection and protest of the railroad company, contending for a rate of \$5 per ton. Other illustrations might be made, but it is not necessary. The present question is not to be determined by such considerations.

The real question presented to the court is this:

Do the complaints state facts sufficient to warrant the court in believing that the railroad companies will sustain a loss in transporting these forest products at the rate fixed by the Railroad Commission? We think not. We think the

showing is insufficient to justify the court in granting an injunction pendent lite as against the rates fixed by the commission.

There is another feature of this case that the court cannot overlook, on this motion for a temporary injunction, and that is this, the Railroad Commission is a commission created by law, authorized to take testimony, and make examination into all the matters relating to railroad rates. Now it appears in this case that the railroad companies did have a hearing before the commission; that testimony was introduced on the part of the railroad company and presented to the commission; that there was a hearing upon the case upon the merits, and that the commission has reached the result as expressed in its order as a matter of judgment, after a full and fair hearing upon the evidence in the case. There is, therefore, a presumption provided by the statute that the rates fixed by the Railroad Commission shall be deemed just and reasonable, and it is further provided that such rates shall remain in full force and effect until a final hearing.

There is, however, an objection urged, that the Railroad Commission fixed its judgment in this case upon testimony that, under the decisions of the Supreme Court of the United States, ought not to have been considered; namely, the comparisons made by the Railroad Commission with respect to transportation of lumber and other forest products by other railroads and under other circumstances and conditions.

We do not understand that the Railroad Commission fixed these rates upon a matter of comparison with other railroads and their traffic. We understand from their report that they fixed these rates upon a determination that they are, in and of themselves, reasonable and just; that the comparisons made in the report were merely matters of evidence which the Railroad Commissioners had before them in determining what would be a reasonable rate for the length of road, for the amount of equipment and for the amount of capital invested in the railroads, and the other matters pertaining to cases of that kind.

There is another feature of these cases that may be noticed, and that is the fact that the Railroad Commission has presented to us a statement of the expenses of the Tonopah and Goldfield Railroad as compared with the Nevada Northern Railway. The two roads are in Nevada and have many features in common. It appears that the Tonopah and Goldfield road is under very expensive management as compared with the Nevada Northern Railroad, and that it is very much in excess for substantially the same service. Such expensive management, under the circumstances, will not justify higher rates to pay expenses and dividends to stockholders.

These facts which have been presented to the court convince us that upon the cases as presented to us now, the rates fixed by the Railroad Commission are reasonable and just, and ought to be fairly remunerative; and that, upon this showing, the restraining order should be discharged, and a temporary injunction denied.

And it is so ordered.

DELAYS IN COURT

In its work of adjusting rates the commission has been seriously handicapped by the great length of time which, without exception, it has taken to obtain final decisions in the Federal Court. The statute of this State, as well as those of nearly all the States, clearly recognizes the importance of having these cases speedily settled. Provision is made for advancing and expediting them in the state courts, and Congress has made like provision with reference to Interstate Commission cases tried in the Commerce Court and taken into the Supreme Court. The reason for thus giving precedence to these cases is obvious. They concern, in the aggregate, the entire commerce of the country and affect the welfare of the whole people. Traffic conditions are all the time changing, and if an adjustment made by a commission is held up in court a year or more, when the decision is finally rendered, in many cases the time is ripe for further adjustments. Besides, when cases of importance are tied up in court for long periods it leaves the commissions "in the air," figuratively speaking, and uncertain as to their future course. They are not only

held in leash with respect to the particular cases in court, but with reference to other adjustments of equal importance. This may be illustrated by a reference to two cases now pending in the Circuit Court for the District of Nevada.

UNCERTAINTIES CAUSED BY LONG DELAY

In Case No. 76, hereinbefore referred to, the enforcement of an order reducing rates between points upon the main line of the Central Pacific Railway was restrained by the Federal Court. At a later date an order was made by the commission reducing rates from Reno to points upon the lines of the Nevada and California Railway and Tonopah and Goldfield Railroad. But to reach these two roads the freight necessarily moves over a stretch of forty-seven miles on the main line of the Central Pacific Railway, between Reno and Hazen. The order did not apply to any points between Reno and Hazen. For the purposes of the case the commission regarded that piece of road as in the nature of a bridge over which the goods must be carried to reach points upon the two other roads. Nevertheless, in the second case we were promptly met with the plea that we were in contempt of court in that we were disobeying the order restraining us from enforcing the order previously made, and which related to rates simply from point to point upon the main line. It goes without saying that we do not regard the plea as a good one. Still it was made very earnestly, and it is yet to be passed upon by the court. It shows very clearly how the commission is hampered in its work by long delay in the decision of cases brought to test the validity of its orders.

The reason for these delays is that in the federal courts there is neither law nor rule requiring that such cases be given precedence. In this connection, though, it may be remarked that in the course of the hearing upon the motion for an injunction pendente lite in the lumber case, Judge Morrow directed attention to the fact that in trying these cases the federal court simply took the place of the state district courts in which jurisdiction was primarily vested. Therefore, it would seem that as a matter of comity between the national and state courts, the former should give respectful heed to the provision in the state law for the expediting of such cases—and especially as the federal law contains a like provision with respect to cases arising under the Interstate Commerce Act. But it has not been done in this State, and it seems that this is equally true in other commonwealths. Hence, this commission and other state commissions are earnestly pressing for congressional legislation for the expediting of such cases in the federal courts. We have addressed to our Senators and Representatives in Congress the following petition:

PETITION

CARSON CITY, NEVADA, December 11, 1911.

To Our Representatives in Congress—

HON. FRANCIS G. NEWLANDS, *United States Senator*;

HON. GEORGE S. NIXON, *United States Senator*;

HON. E. E. ROBERTS, *United States Congressman*.

GENTLEMEN: The Railroad Commission of Nevada hereby respectfully petitions its honorable Senators and Representative in Congress to use their influence in support of the so-called Sims Bill, which it is reported will be introduced in Congress at an early date, for the abolition of the Commerce Court, with such

amendments as will eliminate the jurisdiction of all federal courts except the Supreme Court in interstate commerce cases.

You are also asked to take immediate steps looking to the enactment of a law by which cases arising under the railroad-commission and public-service laws of the several States shall be given precedence for consideration in the federal courts over other civil cases.

In support of this petition, your attention is urgently invited to the following reasons:

The Commerce Court is a wholly unnecessary tribunal. Its jurisdiction being confined to cases arising in the Interstate Commerce Commission, the court is practically nothing more or less than a second commission, something which is not needed. If it confirms an order of the Interstate Commerce Commission, nothing is gained, while much valuable time is lost. In any event, in cases of importance neither side to the controversy will ever be satisfied with anything less than a final determination by the United States Supreme Court; and nothing will be gained by having the case carried through an intermediate court. If the court holds invalid an order of the commission, in the great majority of cases it is morally certain that the court will be wrong and the commission right.

The court is composed of five lawyers and doubtless good ones, but in their practice they have covered the whole field of jurisprudence and, except as to one member, making no specialty of the questions involved in the regulation of railroads. Their natural disposition is to decide the cases presented to them upon technical legal grounds, rather than upon the real merits.

Having jurisdiction of interstate commerce cases only, the court is almost certain to be measurably, at least, antagonistic to the commission. If it merely sustains the orders of the commission, the work of the court is one of supererogation, and the query at once arises, "What is the need of it?" Therefore, in the very nature of the situation the court for its own preservation will feel bound to take issue with the commission wherever there is any reason, however slight, for so doing.

This is not intended as a disparagement of the personnel of the court. It is simply a recognition of the fact that no man is perfect, whether he be clothed in judicial ermine, or be engaged in some other vocation.

The Interstate Commerce Commission as now constituted consists of five lawyers and two railroad and economic experts. The legal members by their long experience have become experts, while the purely expert members have in like manner become good lawyers within the field of railroad regulation. When such a body has fairly and fully investigated a matter within its jurisdiction, it is absurd in all cases, and rank injustice in many, to require its action to run the gauntlet of two courts before the question is finally decided.

The legal machinery for the settlement of all cases covered by the interstate commerce law should be the Interstate Commerce Commission and the Supreme Court of the United States. This means that the final action of the commission should be subject to review only in the supreme judicial tribunal of the land.

In any event it will be the decision of the Supreme Court that will finally control, and it is not apparent how the intervention of the Commerce Court, or any other trial court, between the commission and the Supreme Court can be productive of any result other than delay.

Delays in the final settlement of interstate commerce cases are and have been a crying evil, and have been made the subject of more complaint than all things else combined in the work of regulating railroads. Every question taken up by the commission should be settled as quickly as possible, because transportation conditions change rapidly and new adjustments are frequently necessary.

The elimination of the inferior courts from jurisdiction of commerce cases will not only greatly expedite effective regulation, but will also have the effect of requiring the railroads to make a full presentation of their cases before the commission, a body thoroughly competent to treat such matters intelligently, instead of, as at present, often presenting only a skeleton of their case before the commission, and reserving the strongest part of it for an attack upon the commission's order in some court of inferior jurisdiction with the prospect in view of not only enjoining and delaying the relief granted by the commission, but also of changing the presumption in favor of the commission's order to the court's decree.

On appeal to the United States Supreme Court the presumption being reversed, is in many cases an undue and unwarranted advantage. This is borne out in a number of cases wherein the United States Supreme Court has reversed the lower courts and sustained the order of the commission.

A case in point which covers and very forcefully sets forth the conditions complained of in the foregoing is that popularly known as *Burnham-Hanna-Munger Dry Goods Company of Kansas City, Mo., v. Chicago, Rock Island and Pacific Railway Company*, 14 I. C. C. Rep. 299, 171 Fed. 680, 218 U. S. 88, which, after proceedings before the commission and in the courts lasting more than three years, was finally disposed of by the commission in an able opinion by Commissioner Clark, November 6, 1911.

The following quotation from the said opinion shows clearly and conclusively the urgent necessity of further amplification and enlargement of our much-boasted system of effective regulation in order to prevent such absurd and unwarranted delays in the enforcement of a reasonable regulation after it is prescribed by the commission:

"In *Burnham-Hanna-Munger Dry Goods Company v. C., R. I. & P. Ry. Co.*, 14 I. C. C. Rep. 299, complaint was made that the through rates in the first five classes from Atlantic seaboard territory to the Missouri river cities were unreasonable in and of themselves and unjustly discriminatory against the Missouri river cities and in favor of St. Paul and Minneapolis. The complaint of unjust discrimination was not sustained, but the rates complained of were found to be unreasonable *per se*. We held that the through rates were unreasonable, because those portions thereof applying between the Mississippi river and the Missouri river were unreasonable, and an order was entered reducing those portions.

"That order was enjoined by the United States Circuit Court at Chicago, and in the proceedings before that court additional carriers were permitted to intervene, and defendant submitted a large volume of testimony, much or most of which was of a nature and along lines that had not been tendered or suggested in the proceedings before the commission. The Circuit Court permanently enjoined our order. *C., R. I. & P. Ry. v. Interstate Commerce Commission*, 171 Fed. Rep. 680.

"On appeal the Supreme Court of the United States reversed the findings of the Circuit Court, *Interstate Commerce Commission v. C., R. I. & P. Ry. Co.*, 218 U. S. 88, and defendants thereupon published, effective October 26, 1910, the rates prescribed by the commission.

"But for the injunction proceedings, the order of the commission would have become effective November 10, 1908, and would have continued in force until November 10, 1910. The order was therefore not complied with until a few days before the date upon which it would expire. Immediately upon the expiration of the two-year period specified in our order defendants filed increased rates applicable to this traffic, reestablishing the rates which had been condemned. These proposed increases were complained of and vigorously protested against, and acting under the authority of section 15 of the act, the commission suspended the proposed increases and proceeded to an investigation with relation thereto."

It may be stated that the application for authority to increase the rates to the old basis was denied, and that substantially the same scale of rates as those prescribed by the commission were ordered effective for the future.

The history of this case is typical of practically every case which is carried into the courts and stubbornly contested by the railroads. When it is considered that in making up and presenting a case of state or nation-wide importance to the Interstate Commerce Commission approximately one year must elapse before a decision granting relief can be rendered by that body, and, with the prospect of two years or more in fighting the case through the courts ahead of the people, it is apparent that our scheme of railroad regulation will be little, if anything, less than a failure. Unless relief from these intolerable conditions is provided, the result will be an irresistible movement for the government ownership of railroads.

In further support of our request for the elimination of the inferior courts from jurisdiction over commerce cases, we submit that there is not to our knowledge a single instance, since the creation of the commission, where freights and fares have been found excessive, and in lieu thereof just and reasonable rates have been prescribed by the Interstate Commerce Commission, which have been held by any court to be confiscatory.

Numerous cases exist, however, where the orders of the commission have been unjustly and unnecessarily delayed, as a result of the issuance of temporary injunctions unsupported by anything other than *ex parte* affidavits that the orders in question were confiscatory.

In view of the foregoing it is remarkable indeed that more favorable presump-

tion has not been indulged by the courts towards the orders of the Interstate Commerce Commission.

The people have full and abiding confidence in the integrity, general ability and special qualifications of the present membership of the Interstate Commerce Commission, and there is no reason to doubt that its high standing and character will be fully preserved as future appointments are made. The decisions of such a tribunal, subject only to review by the greatest court of this or any other country, should by every canon of sound reasoning and the necessities of the situation be made final.

Your attention is further directed to the fact that the delays complained of mark in equal degree the final decisions of the courts in cases involving the validity of the orders of state commissions.

State laws almost invariably provide that all such cases shall have precedence over other civil suits in the state courts. Practically, though, these provisions are rendered nugatory through the interposition of the federal trial courts. Either upon the ground of diverse citizenship or of some federal question real or imaginary being involved, these cases are almost invariably tried in some federal court, where no such law or rule is in force. There the cases are dragged out through months, and even years, making effective regulation well-nigh impossible. In these cases the procedure is both strange and objectionable in the highest degree.

The railroads as a rule make but a formal showing before the commissions and then, at the trial, seek to overthrow the commission's order by an immense mass of technical testimony, both oral and documentary, which takes the commissions completely by surprise and which they are ill-prepared at the time to meet.

Many courts refer these cases to irresponsible but ambitious masters in chancery, who, having been educated (?) by the trained experts and counsel in the particular case before him, sets up his opinion against that of the commission making the order, and the court, instead of indulging the presumption that the order is right, presumes that the master is right both in his findings of facts and conclusions of law.

This is productive of untold evil, not only in the decision of the particular case, but in other ways. In the Minnesota rate case the master actually found a higher valuation for the railroad property than was claimed by the railroads themselves.

This case is now on appeal to the United States Supreme Court, and probably will not be determined for some time, but it is singular, indeed, that this increased valuation as found by the master finds a prominent place in the annual financial report of the Northern Pacific Railway Company for the year ending June 30, 1911, wherein it is adverted to for other than rate and revenue purposes, i. e., in an attempt to make it appear that the company's capitalization is conservative.

The quotation is as follows:

"The Northern Pacific is comparatively lightly capitalized. This point was especially emphasized in the finding of the special master in the Minnesota rate case, in which he placed a much higher value on the property than the amount of the company's total outstanding securities."

The people of the various states in their railroad-commission and public-service laws, having shown their strong desire to expedite these classes of cases, are most unwilling to have their wishes defeated by the simple expedient of carrying cases into the federal courts. Hence, there should be an expediting act passed by Congress giving such cases precedence in the United States courts, even though it may thereby become necessary to appoint additional judges for districts where the business is large and the courts hard pressed to transact it.

The reasons herein given for the legislation desired might be greatly extended, and the argument made much more elaborate; but it is believed that the foregoing clearly emphasize and show the necessity for the enactment of the legislation asked for.

Trusting that this petition will receive your prompt and favorable consideration, we are,

Very respectfully,

RAILROAD COMMISSION OF NEVADA.

H. F. BARTINE,

Chief Commissioner.

J. F. SHAUGHNESSY,

First Associate Commissioner.

W. H. SIMMONS,

Second Associate Commissioner.

[SEAL]

Attest: E. H. WALKER, *Secretary.*

A glance at the foregoing petition will disclose that it has not in view the sole purpose of doing away with the Commerce Court. It seeks much broader and comprehensive legislation, namely, the enlargement of the powers of the Interstate Commerce Commission, and the elimination of the jurisdiction of all federal courts, except the Supreme Court over interstate commerce cases, as well as the expediting of state commerce cases in the federal courts. It is gratifying to us to receive the assurance that the attitude of this commission respecting the subject-matter of the petition has the cordial endorsement of a number of other state commissions and also of numerous commercial bodies interested in the prompt decision of public-service cases.

INTERSTATE COMMERCE COMMISSION'S ANNUAL REPORT

Since our petition was forwarded to the representatives of Nevada in Congress, we have received strong confirmation of the soundness of our position respecting the Commerce Court. The twenty-fifth annual report of the Interstate Commerce Commission to Congress has been made public. On page 59 of that report appears a statement of proceedings in the Commerce Court, which statement makes a showing that is nothing less than startling. It is as follows:

Out of twenty-seven cases passed on by the Commerce Court, preliminary restraining orders or final decrees have been issued in favor of the railroads in all but seven cases, and of these only three are of any magnitude. In saying that the court has ruled in favor of the railroads we do not mean that the ruling has been always adverse to the commission, but it has been adverse to the shippers' contention.

* * * * *

In but three cases of any consequence where the commission and the shippers have been opposed to the railroads, have the orders of the commission been sustained even temporarily by the refusal to grant a temporary restraining order. These cases were the Meeker Case, the Salt Lake Case, and the Omaha Lumber Case.

THE ATTITUDE OF THE COMMERCE COURT

Is it any wonder that those who desire effective railroad regulation should favor the abolition of the Commerce Court? Upon its face such a record would seem fully to confirm the view of this commission as expressed in its petition, that the Commerce Court is, by reason of its special and limited jurisdiction, naturally antagonistic to the Interstate Commerce Commission. In order to justify its own existence the court is almost certain to strain points against the commission, and find it in the wrong whenever even a technical reason can be found for so doing. Take the action of the court with reference to the fourth section orders as an example. These orders by the commission were based upon several years of the most careful investigation of the freight situation dealt with. The orders actually, as we firmly believe, gave the roads more exemption than they were entitled to, and yet with no more than three weeks' consideration the Commerce Court finds the commission in the wrong and enjoins the orders. This in the face of the fact that the personnel of the commission, considered simply with regard to legal learning, is fully equal to that of the Commerce Court, while with respect to railroad regulation it stands to reason that the long experience of the members of the commission must give them a marked superiority.

THE CONSTITUTIONAL QUESTION

The question has been raised as to whether such legislation would be constitutional. We are not able to see any substantial grounds upon

which to base the objection. The only court created by the Federal Constitution is the Supreme Court. It is left for Congress to create inferior courts and to prescribe their jurisdiction. This power Congress has freely exercised. Its latest acts along this line have been the creation of the Commerce Court and the conferring upon the United States District Courts of the jurisdiction formerly vested exclusively in the Circuit Courts. Upon principle there is no apparent reason why the Interstate Commerce Commission could not be invested with such additional powers as would make it potentially a court, equipped with all power necessary for the full trial of commerce cases, and for the enforcement of its orders. If this were done, and the aggrieved party were given the right of appeal to the Supreme Court, we cannot see how any provision of the Constitution, or any principle of either law or equity would be infringed. There is no rule of law or natural right which requires rate cases to be passed upon by three tribunals. In all jurisdictions the general rule is that questions of the gravest import are settled finally by two courts—the trial court and the appellate one. Why the Interstate Commerce Commission, with an appropriate enlargement of its powers, and the Supreme Court of the United States together cannot insure any party a full and fair trial in rate cases has never been suggested, and we do not believe that any good reason can be given.

ABUSE OF THE INJUNCTION

At this point it may be well to advert briefly to the widespread movement now on foot to prevent the use of the preliminary injunction in cases brought to test the validity of the orders of state public-service commissions. The constitutionality of such legislation has also been questioned, but, as we think, not with good reason. The lower federal courts have just such jurisdiction as Congress has conferred upon them and no more. If Congress can abolish a court entirely, it is most certainly true that Congress can limit the jurisdiction of a court by taking from it the power to issue preliminary injunctions, either altogether or in particular classes of cases. Even the Supreme Court itself, which is the creature of the Constitution, is subject in the exercise of its powers in most cases to the regulation of Congress.

Between private parties the temporary injunction is most useful and beneficial in maintaining and preserving the rights of the parties during the pendency of an action, and there is not much danger of abuse in the practice. But in dealing with cases involving public and quasi-public questions there have been great abuses, and, as a result, a feeling of dissatisfaction, both deep-seated and widespread. All over the country earnest and even indignant protests are heard against "government by injunction," and the intensity of the feeling is at the present time having a marked effect upon the destinies of great political organizations. That a court, either state or federal, should be exceedingly cautious and careful in granting injunctions pending the trials of suits brought to test the validity of an order made by a public-service commission is self-evident. Such orders are presumed to be valid and just. They are made only after a thorough investigation of the facts at issue, and by officials bound by oath to the faithful performance of their duty. A railroad commissioner's official oath is just as sacred and binding upon his conscience as that of a judge, either state or federal. By his oath a public-service commissioner is bound to do justice to all parties concerned—the same as a

judge is. Nevertheless, in the face of all this the practice has become very general in the federal courts of granting temporary injunctions, upon the ex parte affidavits of interested corporation officials, and hence the determined move now in progress to deprive the federal courts of this power. We believe that practically every state commission in the Union is behind this move, and it is our hope that it will be crowned with success.

HINDRANCE TO EFFECTIVE REGULATION

The free use of the preliminary injunction is, perhaps, the most serious hindrance in the way of effectively regulating public utilities. Judges will generally admit that the legal presumption is in favor of the commission's order, but in many cases they follow up the admission by granting the injunction upon ex parte affidavits. Such affidavits must, in the nature of legal procedure, be weaker testimony than that upon which a commission has acted. Still, in many cases the judges have regarded such affidavits as sufficient to overthrow the presumption in favor of orders based upon the most exhaustive investigations in which both parties had full opportunity to be heard. With such a course of procedure in vogue, effective regulation of public utilities is impossible. The true and proper course is to deny such injunctions and then promptly try the cases and decide them upon their merits. But give the railroad or other public-service corporation a preliminary injunction and it does not want a trial upon the merits; the cases are not pushed for trial, and the result is a long period of delay which makes the judgment almost useless when it comes, even if the commission's order is finally sustained.

ANNUAL CONVENTION OF STATE RAILROAD COMMISSIONERS

The year 1911 has been a busy one with the commission on every line of its work. So engrossed were the members that none of them felt able to attend the Annual Convention of State Railroad Commissioners, held in Washington in October, although the importance of the convention was fully appreciated. It is to be hoped that hereafter at least two Nevada representatives may be able to attend each annual convention. These conventions are intended to bring the various state railroad commissions into harmonious cooperation with each other, and also with the Interstate Commerce Commission. The results, it is believed, will be to strengthen and systematize the principle of regulating common carriers, and at the same time remove friction between the state and national authorities, and to do away largely with legal controversies involving disputed questions of jurisdiction.

In the work marked out for 1912 Nevada is represented upon the Committee on Amendments to the Act to Regulate Commerce, by Commissioner Bartine; upon the Committee on Railroad Taxation, etc., by Commissioner Shaughnessy; upon the Committee on Shippers' Claims, by Commissioner Simmons, and upon Rates and Rate-Making, by Secretary Walker.

CASES CONSIDERED BY COMMISSION

During the year 1911, 31 cases were considered by the commission. Of these 5 were formal and 26 informal. Further on in this report under the head of "Service Complaints" will be found a sufficiently full statement of each case and the action taken with reference thereto. Under the same heading appears also a number of cases considered so late in

the year 1910, that it was impossible to embody them in our last annual report.

THE ATTORNEY-GENERAL AND RAILROAD BOARD

The law makes the Attorney-General the legal adviser of the commission, and it is but just to state that Attorney-General Baker has promptly and efficiently responded to every call made upon him by the commission. He attended at all of the trials in the United States Circuit Court to which the commission was a party, and took an active part in the proceedings. He was also present at the various hearings of cases before the Interstate Commerce Commission, including the hearing at Washington in March last of the applications for relief from the long-and-short-haul clause of the fourth section of the Interstate Commerce Act, and rendered valuable assistance. We feel that the entire Railroad Board, consisting of the Governor, Lieutenant-Governor and Attorney-General, is entitled to our grateful acknowledgements for its warm interest in and cordial support of this commission, in the performance of its duties. There has not been the slightest friction, or antagonism of any kind, and it has greatly strengthened the commission in its work.

TAXATION OF PUBLIC UTILITIES

While the matter of the taxation of common carriers and other public-service corporations is not within the jurisdiction of this commission, the subject naturally interweaves with that of rate-making, the taxes paid by the utility having a direct relation to the question of reasonable rates, as the courts have held. The commission has been in a position to secure valuable data bearing upon the just and fair valuation of such utilities for taxation. For a number of years this data, at the request of the Governor, has been laid before the State Board of Assessors, to aid that body in its work. It has been mainly upon the basis of the figures thus furnished that the Board of Assessors has been able to bring the valuation of railroads and other public utilities to something like a parity with other property values within the commonwealth. The results have been in the highest degree beneficial to the State as a whole. In round numbers the assessed valuation of railroad property has been increased something like \$12,000,000 within the last three years. This is considerably more than one-eighth of the assessed valuation in 1910 of all the property in the State, including the net proceeds of mines.

ROUTINE WORK OF THE OFFICE.

For the year 1912 the commission has again been invited to be present at the meeting of the State Board of Assessors, and to furnish the most accurate data available bearing upon the valuation of public utilities for taxation. This invitation has been accepted, and the commission will render all possible aid. The statement that thirty-one complaints have been investigated gives a very inadequate idea of the work of the commission's office. Nearly every case involves much correspondence, apart from its actual trial, and there is also an immense volume of correspondence relative to matters which never reach the stage of a hearing. During the year the number of letters written was 2,350. Many of these were long and elaborate, dealing with important questions of administration involved in the work of the commission. Within the same period there have been received 435 freight and passenger tariffs and 1,119 supplemental tariffs, or a total of 1,554, an average of more than

four a day. All of these have to be closely scanned for changes, and filed for reference. Consequently the clerical work has been heavy and is increasing.

APPOINTMENT OF ENGINEER

The public service law of the late session makes the Railroad Commission ex officio a Public-Service Commission. The public-service law provides for an engineer. The work under the two laws being similar in character, and the same officials constituting the two commissions, we have found it both efficacious and economical to use the same office and office force for both, dividing the expense as fairly as possible between the two commissions. We have found the Public-Service Engineer, Mr. W. K. Freudenberger, very useful at times in the work of the Railroad Commission, and shortly after the beginning of the year 1912 it is the purpose of the commission to appoint Mr. Freudenberger engineer of the Railroad Commission also, but with no compensation except that which he receives as Public-Service Engineer. This will make him a regular attaché of the Railroad Commission and give him official standing when acting on its behalf.

Immediately following is a detailed résumé of the service complaints acted upon by the commission, and the appendix will be found to contain much interesting and instructive information well worthy of close and careful study. An itemized statement of the commission's expenses is given further on in this report.

SERVICE COMPLAINTS

No. 125—Switching Charge Assessed at Reno.

August 21, 1910. Complaint filed by Felix Redlich against the Southern Pacific Company, alleging overcharge on account of switching charge assessed on carload of freight at Reno, Nevada. Case dismissed April 29, 1911, the charges assessed having been found to be in accordance with tariffs in effect at time shipment moved.

No. 126—Alleged Overcharges on Mixed Carload of Freight, Reno to Redlich.

August 21, 1910. Complaint filed by Felix Redlich against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharge on mixed carload of groceries, lumber, vehicles, livestock, etc., shipped from Reno, Nevada, to Redlich, Nevada. Complainant claimed that rate of Class B, applicable to carload of emigrant movables, should have been applied on shipment in question. Upon investigation it was found that the shipment contained groceries, new lumber, new vehicles, and little, if any, second-hand or household goods, and upon thorough check it was found that rates assessed were in conformity with tariffs on file at time shipment moved. Case was dismissed April 29, 1911.

No. 127—Round Poles, Verdi to Tonopah and Goldfield.

August 29, 1910. Complaint filed by Verdi Lumber Company against Southern Pacific Company and Tonopah and Goldfield Railroad, alleging overcharge on five shipments of round poles, Verdi to Tonopah and Goldfield, Nevada, all moving prior to December 29, 1909. Complainant alleged that the through rate assessed of \$11.70 per ton being in excess of the combination of the two local rates which made a through rate of \$10.70, shippers were entitled to refund of \$1 per ton.

At the time shipments moved the defendants' through tariff contained the provision that the through rates named governed regardless of local combinations, and in view of the fact that the commission's tariff ruling No. 4, providing that the lowest combination of rates must govern regardless of the through rate, did not become effective until May 1, 1910, and could not be given retroactive effect so as to apply to the shipments in question, the through rate assessed of \$11.70 per ton was correct. Case was therefore dismissed April 26, 1911.

No. 128—Machinery, Overcharge on, Reno to Wabuska.

September 21, 1910. Complaint filed by the Nevada Engineering Works against the Southern Pacific Company. Complainant alleged that a shipment of machinery, weighing 13,130 pounds, was offered the Southern Pacific Company for transportation from the Nevada Engineering Works switch in Reno, Nevada, to Wabuska, Nevada. Car was switched onto the Nevada Engineering Works switch where machinery was loaded by crane. In assessing charges the defendant company applied a minimum weight of 24,000 pounds at Class A rate, refusing to apply actual weight of shipment at less than carload rates. Upon investigation it developed that the Southern Pacific Company took the position that as the Nevada Engineering Works had ordered a car switched to its sidetrack the carload rate and minimum weight had to govern, regardless of the actual weight of the shipment, it being the practice of the company to switch no cars to private sidings unless it received earnings on the basis of a full carload of freight. It further developed that the shipment in question consisted of bulky and very heavy pieces of machinery which would have been very difficult to transport to the defendant company's freight depot, and where there was little or no facilities for loading bulky freight of this description. The commission's position was that in view of all the circumstances, it was as much a matter of convenience to shipper and carrier alike to have the loading done at the Engineering Works, and further that as the Southern Pacific Company was switching cars for the convenience of less than carload shippers of various commodities at many points on its system, there was no equitable reason why the Nevada Engineering Works should be compelled to pay on the basis of the carload weight and rate on the shipment under consideration. On January 26, 1911, the Southern Pacific company was advised to apply the less than carload rates on actual weight on this shipment, which it is understood has been done.

No. 129—Machinery, Overcharge, Eastern Points to Dayton, Nevada.

September 30, 1910. Complaint of the Nevada Mining, Reduction and Power Company against the Southern Pacific Company, alleging overcharges on shipments of mining machinery from Trenton, N. J., to Dayton, Nevada. Complainant alleged that rate of \$2.16½ per cwt. had been assessed for carload lots of mining machinery, Trenton, N. J., to Dayton, Nevada, and asked that the commission take the matter up with the Southern Pacific Company looking toward an adjustment upon the basis of \$1.99 per cwt. as quoted by the district freight agent of that company at Reno, Nevada. Upon investigation it developed that the Nevada Mining, Reduction and Power Company and the Trenton Iron Company, shippers, had been quoted rates on mining machinery in carload lots, Trenton, N. J., to Dayton, Nevada, ranging all the way from \$1.76½ per

cwt. to \$2.58 per cwt., quotations being made by the Southern Pacific Company's agent in Philadelphia, district freight agent at Reno, Nevada, and the general freight agent of the company. The commission found the rate of \$2.16½ per cwt., as assessed, to be correct, being based on rate of \$1.50 per cwt., Trenton, N. J., to Sacramento, Cal., plus back-haul rate of 66½ cents per cwt., Sacramento, Cal., to Dayton, Nevada, and so advised complainants under date of October 5, 1910.

No. 130—Coal Rates, Coaldale, Nevada, to Pacific Coast Points.

November 10, 1910. Application filed by H. A. Darms, asking commission to take up the matter of coal rates from Coaldale, Nevada, to Pacific coast points with officials of the Southern Pacific Company and Tonopah and Goldfield Railroad. Petitioner stated that it would be necessary to have a rate of \$4 per ton, Coaldale to San Francisco and Oakland, and \$3.50 or \$3.75 per ton, Coaldale to Sacramento, in order to market the coal at those points. The question was at once taken up with the Southern Pacific Company and Tonopah and Goldfield Railroad, asking that the rates requested be established in order to aid the development of the Coaldale coalfields. On December 26, 1910, the commission was informed by the companies that they would join in a rate of \$6.50 per ton from Coaldale to Sacramento, San Francisco and Oakland. Petitioner was advised as to the action of the railroad companies and informed that no further action could be taken by the commission unless formal complaint was filed, investigation made, and, if necessary, then laid before the Interstate Commerce Commission, which had complete jurisdiction over the rates in question. Petitioner answered that in view of the fact that he would be unable to ship coal for some months to come he desired no further action taken at the time. Case closed January 11, 1911.

No. 131—Express Rates on Milk and Cream.

November 25, 1910. Reno Creamery Company v. Wells, Fargo & Company's Express. Complaint alleged excessive rates on milk and cream from various Nevada and California points to Reno, Nevada, asking that the same scale of rates be established as were then in effect in Utah and Idaho on the American Express Company's lines. The question of these rates was handled informally with the traffic officials of Wells, Fargo & Company, and after an extensive correspondence the company reduced the rates complained of to the basis requested between Nevada points, effective June 6, 1911. In Case No. 151 the Reno Creamery Company filed formal complaint in this matter, but as soon as adjustments were made complaint was withdrawn.

No. 132—Cereals, Reno to Fallon, Nevada, Overcharge On.

December 15, 1910. Complaint of the Nevada Freight Claim Bureau in behalf of the I. H. Kent Company against the Southern Pacific Company. Complainant alleged that on October 7, 1908, a shipment of 34,100 pounds of flour and 5,450 pounds of cereals was forwarded from Reno, Nevada, to Fallon, Nevada, in one car and that rates were assessed on the basis of \$4.10 per ton on the flour and 38 cents per cwt. on the cereals, while the Southern Pacific Company Exceptions to the Western Classification in effect at the time shipment moved contained a provision providing for the application of the flour rates on mixed carloads of flour and cereals, and that therefore complainant was entitled to a refund of

\$9.55 on the shipment in question. An investigation of the Southern Pacific Company's tariffs was made, and the commission finding complainant right in its contention took the matter up with the Southern Pacific officials for proper adjustment. The defendant's interpretation of the tariffs covering the movement of this shipment differed from that of the commission, and the company declined to adjust the matter. The commission, therefore, in accordance with law issued the following ruling:

BEFORE THE RAILROAD COMMISSION OF NEVADA

Ruling in Case No. 132—On Correct Rate Application

In the Matter of Complaint from the Nevada Freight Claim Bureau in Behalf of The I. H. Kent Company v. The Southern Pacific Company Under Date of December 15, 1910, Alleging Overcharges on a Shipment of Flour and Cereals Moving from Reno to Fallon, October 7, 1908, and Asking that the Commission Order Reparation in the Sum of \$9.55, the Amount of Said Overcharge.

In its investigation of the matter, which has been thorough, the commission has treated the case informally. The evidence upon which we are basing our conclusions has been furnished by the Nevada Freight Claim Bureau on one hand and by Mr. H. A. Jones, freight traffic manager of the Southern Pacific Company, on the other. In addition thereto, we have considered carefully the lawfully published tariffs, classifications and exceptions thereto, which are on file with the commission. As the question is simply one of interpretation of the tariffs and classifications in effect at the time the shipment moved, no investigation further than that which we have made is necessary.

The result of the commission's investigation is as follows:

On October 7, 1908, the I. H. Kent Company made a mixed carload shipment consisting of 34,100 pounds of flour and 5,450 pounds of cereals upon which the charges assessed were \$4.10 per ton on the flour, and 38 cents per cwt. on the cereals.

The Nevada Freight Claim Bureau contends that by reason of the classification, and exceptions thereto, the said shipment of cereals should be considered as a part of a mixed carload of flour and the rate of \$4.10 per ton be applied to the entire carload. Traffic Manager Jones, on the other hand, is of the opinion that the correct classification and charges were applied.

After a careful examination of the tariffs and the exceptions to the Western Classification named in Southern Pacific Exceptions B-78, I. C. C. 2651, we are of the opinion that the said shipment was overcharged by the said amount of \$9.55, and that under said exceptions this shipment should have been classified as a mixed carload of flour and the rate of \$4.10 should have been applied on the entire consignment, as it is provided in the said Exceptions B-78, that cereal breakfast foods, in carloads or less than carloads, will take flour rates, either tariff or special. We therefore find that the shipment of 5,450 pounds of cereal breakfast foods, which moved with the said 34,100 pounds of flour from Reno to Fallon, should have been classified the same as flour and been given the benefit of the special rate, i. e., \$4.10 per ton.

In consideration of the foregoing finding the Southern Pacific Company is hereby authorized to refund to the I. H. Kent Company or its agent, the Nevada Freight Claim Bureau, \$9.55, the amount of the said overcharge.

[Seal]

RAILROAD COMMISSION OF NEVADA.

Dated September 1, 1911.

By E. H. WALKER, Secretary.

Up to the time of closing this report, the Southern Pacific Company has taken no action in the matter of refunding to complainant, and the case is therefore open for action by complainant in court.

No. 133—Lumber Rates, Doyle, Cal., to Tonopah, Nevada.

December 13, 1910. J. Deignen v. Nevada-California-Oregon Railway, Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharges on shipment of lumber from Doyle, Cal., to Tonopah, Nevada, because of scale weights used on the Southern Pacific

Company and Tonopah and Goldfield Railroad Company being in excess of estimated weights used on the Nevada-California-Oregon Railway. Complainant contends that net weight of shipment at point of origin was 40,300 pounds, that the Nevada-California-Oregon Railway transported the lumber to Reno, Nevada, applying estimated weight of 40,300 pounds, that at Reno the shipment was delivered to the Southern Pacific Company which raised the weight to 43,600 pounds, upon which basis charges were assessed from Reno to Tonopah, and asks that the commission secure an adjustment of the matter.

A letter was forwarded to Mr. Deignen under date of December 22, 1910, advising him that the weight of 43,600 pounds on the shipment in question represented the scale weight of the lumber at Reno, Nevada, and that the lawfully published tariffs of the Southern Pacific Company and Tonopah and Goldfield Railroad provided that all carload shipments should have charges assessed on the basis of scale weights, and that the commission could take no further action unless further proof was furnished that the scale weight of 43,600 pounds was in error. No reply was received to this letter, and the case was closed.

No. 134—Sunday Passenger Train Service on Nevada Northern Railway.

December 27, 1910. The Railroad Commission on its own motion, having received several informal complaints, took up the matter of establishing a Sunday passenger train service on the Nevada Northern Railway between Cobre, Nevada, and Ely, Nevada. The matter was taken up with Mr. L. G. Cannon, general manager of the Nevada Northern Railway, and in a letter dated January 14, 1911, Mr. Cannon agreed to establish a Sunday train service commencing with Sunday, February 5, 1911. The service was established on that date and has been maintained since.

No. 135—Apples, Overcharge on, Reno to Goldfield, Nevada.

January 2, 1911. Complaint of Wood, Curtis & Co. against the Southern Pacific Company and Tonopah and Goldfield Railroad Company alleging overcharge on carload of apples shipped from Reno to Goldfield, Nevada, on November 9, 1910, weighing 24,000 pounds, and upon which a rate of $96\frac{1}{2}$ cents per cwt. was assessed, making a total charge of \$231.60. Complainant further alleged that the combination of local rates made a rate of $71\frac{1}{2}$ cents per cwt. as against the through rate named of $96\frac{1}{2}$ cents per cwt., and asked the commission to secure adjustment on the lower basis. After investigation of the tariffs covering this movement, the commission on January 17, 1911, addressed letters to the officials of the defendant companies calling attention to the fact that the correct through rate on apples in carload lots, Reno to Goldfield, Nevada, was $71\frac{1}{2}$ cents per cwt., based on Class C rate, Reno to Mina, of $31\frac{1}{2}$ cents, plus special commodity rate of 40 cents, Mina to Goldfield, asking that the matter be adjusted on this basis, and complainants refunded 25 cents per cwt., or a total amount of \$60. This shipment having moved after May 1, 1910, came under the provisions of this commission's tariff ruling No. 4. On February 9, 1911, the commission was notified that refund had been made to Wood, Curtis & Co. to the amount of \$60.

No. 136—Wire Rope, Overcharges on, Trenton, N. J., to Dayton, Nevada.

January 6, 1911. Complaint of the Nevada Mining, Power and Reduction Company against the Southern Pacific Company.

ant alleged that several carloads of wire rope had been received at Dayton, Nevada, from Trenton, N. J., all charges having been paid upon the basis of $\$1.76\frac{1}{2}$ per cwt.; that after all freight bills had been settled on this basis complainant had been called upon to sign a form issued by the auditor of the Southern Pacific Company acknowledging that the Nevada Mining, Power and Reduction Company owed the Southern Pacific Company on all shipments of wire rope, Trenton, N. J., to Dayton, Nevada, on the basis of $\$2.55$ per cwt., and that the amount of the undercharges would be paid. Complainant refused to sign the form and the auditor issued instructions to the Southern Pacific Company's agent at Dayton, Nevada, to call upon the bondsmen of the Nevada Mining, Power and Reduction Company if the undercharges were not paid within a certain number of days. Complainant asked the commission to take the matter up with officials of the Southern Pacific Company with a view to settling the question and having the rate of $1.76\frac{1}{2}$ per cwt. protected. Upon checking tariffs covering this movement it was found that the correct rate on wire rope, carload lots, Trenton, N. J., to Dayton, Nevada, was $\$1.76\frac{1}{2}$ per cwt., and a letter was immediately written to the freight traffic manager of the Southern Pacific Company setting forth all of the circumstances in the case and asking that action of the auditor be countermanded. A letter was received from the freight traffic manager of the Southern Pacific Company on January 8, 1911, stating that the auditor had been instructed to protect the rate of $\$1.76\frac{1}{2}$ per cwt. on the shipments involved, thus disposing of complaint.

No. 137—Class Rates, Pacific Coast Points to Virginia City, Nevada.

January 11, 1911. Taken up by the commission on its own motion with the Southern Pacific Company. In compliance with an order of the Interstate Commerce Commission class rates were reduced, effective January 2, 1911, from all Pacific coast points to Reno, Nevada, the first-class rate being reduced, San Francisco to Reno, from $\$1.46$ per cwt. to 97 cents per cwt. Pacific Freight Tariff Bureau's Joint Freight Tariff No. 4-A named through class rates from Pacific coast points to Virginia City, Nevada, based on the combination of local rates in effect prior to January 2, 1911, and through oversight these through rates were not canceled, thus depriving Virginia City of the benefit of the reduced rates that went into effect on that date. The matter was taken up with both the Interstate Commerce Commission and the Southern Pacific Company, and effective February 14, 1911, the rates were adjusted.

No. 138—Rates on Machinery, Dayton, Ohio, to Dayton, Nevada.

January 9, 1911. Complaint of the Nevada Mining, Power and Reduction Company against the Southern Pacific Company. Complainant alleged that a shipment of water wheels was forwarded by the Dayton Globe Iron Works of Dayton, Ohio, consigned to the Nevada Mining, Power and Reduction Company at Dayton, Nevada, the same being covered by one bill of lading, the entire weight of shipment amounting to 33,700 pounds. It was further alleged that the shipments reached Dayton, Nevada, in two cars, rates being assessed on the basis of 24,000 pounds minimum east of Chicago, and 16,000 pounds west of Chicago on the first car received, and 24,000 pounds east of Chicago and 30,000 pounds west of Chicago on the second car received. Complainant asks that actual weight of 33,700 pounds be protected on the entire shipment, as same could have been loaded into one car and was forwarded on one

bill of lading. The commission took the matter up with the Freight Traffic Manager of the Southern Pacific Company in order to ascertain whether shippers, the Dayton Globe Iron Works, had placed an order for one car large enough to load the entire shipment. Advice was received from the Southern Pacific Company to the effect that the railroad upon which the freight originated had no record of one car having been ordered for the entire shipment, and that the lines east of Chicago had no rule permitting the protection of actual weights on balance of lot shipments of water wheels, thus requiring charges on the basis of two cars at minimum weights of 24,000 pounds east of Chicago, while lines west of Chicago had protected the minimum weight of 30,000 pounds on the heaviest loaded car and actual weight of 16,000 pounds on the balance of lot shipment. Complainant was advised by the commission that no further action could be taken unless shippers had proof that one car was ordered for the entire consignment. No reply was received to this letter which was dated July 5, 1911.

No. 139—Class Rates Between Reno, Nevada, and Nevada and California and Tonopah and Goldfield Railroad Points.

January 19, 1911. Complaint of the Nevada Hardware and Supply Company, Logan-Langevin Company, W. I. Mitchell Company, Flanigan Warehouse Company, and Reno Brewing Company against the Southern Pacific Company and Tonopah and Goldfield Railroad Company. Complainant alleged excessive, unreasonable and discriminatory freight rates between the City of Reno, and points in Nevada on the Southern Pacific lines, south of Hazen, Nevada, and all points on the Tonopah and Goldfield Railroad. Citations were issued by the commission on March 16, 1911, citing the Southern Pacific Company and the Tonopah and Goldfield Railroad Company to appear and show cause why the schedule of freight rates complained of should not be reduced, date of hearing being fixed for April 10, 1911. On April 4, 1911, the commission continued the date of hearing to April 20, 1911. On April 20, 1911, case was heard by the commission, testimony being taken on behalf of both complainants and defendants. On June 17, 1911, the commission rendered its opinion and made its order in this case, which are fully set forth as follows:

BEFORE THE RAILROAD COMMISSION OF NEVADA

Case No. 139

Nevada Hardware and Supply Co., Logan-Langevin Co., W. I. Mitchell Co., Flanigan Warehouse Co., and Reno Brewing Co., Complainants,

v.

Southern Pacific Company, and Tonopah and Goldfield Railroad Company, Defendants.

Opinion and Order

This is a proceeding brought by complainants, firms, companies and business concerns located and doing business at the City of Reno, State of Nevada. The complaint is that the freight rates out of Reno over the lines of the defendants via Hazen at the junction of the Southern Pacific Company's main line, more distinctively known as the Central Pacific Railway, and the Nevada and California Railway, to Fallon, Wabuska and other points upon said Nevada and California Railway, as also to Tonopah, Goldfield, and other points on the Tonopah and Goldfield Railroad, which connects with the Nevada and California Railway at the town of Mina, all of said points being within the State of Nevada, and all of the rates complained of being strictly intrastate, are unreasonable, excessive, and unjust.

The formal hearing was had at the office of the commission on April 20, 1911.

Complainants were represented by F. J. Shair, J. S. Mitchell, and G. T. Logan. On behalf of the Southern Pacific Company there appeared H. A. Jones, J. A. Reeves, and George D. Squires, the latter as counsel. H. R. Hanlin and W. D. Forster appeared for the Tonopah and Goldfield Railroad Company. F. J. Shair, G. T. Logan, and J. S. Mitchell were sworn and testified on behalf of the complainants. The defendants introduced no testimony.

At the hearing some stress was laid by complainants upon the advantage which Sacramento has over Reno in the distribution of goods over defendants' lines, but we feel that our decision must, or at least should, rest upon broader grounds. If the rates from Sacramento are too low, which we do not believe, that is an interstate proposition over which we have no control. If the rates to and from Reno are too high, that is intrastate and clearly within our jurisdiction.

The sole point at issue, in our judgment, is the reasonableness of the rates from Reno via Hazen to points on the Nevada and California Railway and the Tonopah and Goldfield Railroad, and upon this point the case rests.

It is a matter of no consequence whether the rates per ton per mile from Sacramento to the various points named are higher or lower than from Reno to the same points. As a general rule the longer haul will justify a lower per ton per mile rate. In this case, however, the hardest, most difficult and expensive portion of the haul from Sacramento is the 154 miles over the Sierra Nevada Mountains to Reno, involving a climb of 7,000 feet, and being equal, according to the estimates of the Southern Pacific Company officials themselves, to 446 miles of level haul. This is about 50 per cent more than the entire haul from Reno to Goldfield.

The grades up into Tonopah and Goldfield do not in any manner affect this particular point, because, whether the freight is hauled from Sacramento or Reno, those grades must be taken just the same when the freight is hauled to either of the two points named. When it is left off at Fallon, or Churchill, or Wabuska, or Schurz, or Thorne, or Mina, or Blair, or Millers, or Coaldale, or any other point on the roads named, there is no grade of especial consequence east and south of Reno. Under the conditions as they exist we can see no reason why the average rate per ton per mile should be greater from Reno than from Sacramento.

But eliminating all of the foregoing considerations, which are introduced merely by way of comparison and illustration, after a thorough investigation of all material facts, including the cost of service and the revenue derived therefrom, we have reached the conclusion and specifically find that the freight rates between Reno and all points on the Nevada and California Railway and the Tonopah and Goldfield Railroad are unreasonable, excessive, and unjust, and that the schedule of rates set forth in the following order is just, reasonable, and amply compensatory for the service rendered.

Order

Pursuant to the foregoing conclusions and findings, it is hereby

Ordered, That on or before the 1st day of August, 1911, the Southern Pacific Company and the Tonopah and Goldfield Railroad Company, the defendants in this proceeding, establish, publish, and put into effect, in lieu of existing rates, the following schedule of rates between the City of Reno and the various points in said schedule named:

Between Reno and—	Rates in cents per 100 pounds					Cents per ton				
	1	2	3	4	5	A	B	C	D	E
Mahala	21	19	16	14	12	12	155	150	115	115
Mirage	23½	21	17½	15½	13½	13½	170	160	125	125
Fallon	27	23	19	18	16	16	195	185	155	155
Taylor	21	19	16	14	12	12	155	150	115	115
Perkins	23½	21	17½	15½	13½	13½	170	160	125	125
Hawes	25	22½	19	17	14½	14½	180	175	135	135
Apache	27	23	19	18	16	16	195	185	155	155
Pawnee	29	25½	21½	19	17	17	210	200	155	155
Churchill	31½	28½	23	20	18½	18½	205	200	160	160
Numana	34½	30½	26	23	20	20	250	240	190	190
Wabuska	36	32	27	24	21	21	260	250	195	195
Mason	45	41	34	30	27	27	325	310	245	245
Rio Vista	49½	45	37	32½	29	29	360	340	270	270
Reservation	54	49	41	35½	32	32	390	370	290	290

REPORT OF THE RAILROAD COMMISSION OF NEVADA 29

Schurz	63	56	47	40	36	36	415	395	305	305
Modoc	67½	60	50	43	39	39	415	395	305	305
Gillis	72	64	53	45	41	41	415	395	305	305
Walker	78½	70	57½	49½	47	47	415	405	305	305
Thorne	81	73	60½	51½	49	49	415	405	305	305
Dover	84½	75½	62½	53½	51	51	425	415	310	310
Kinhead	84½	75½	62½	53½	51	51	425	415	310	310
Acme	86½	77½	66	57	53	53	435	425	325	325
Luning	91½	81	71½	61½	57	57	465	460	340	340
Mina	100	89½	79½	68	61½	61½	505	495	370	370
Redlich	115	104½	94½	82	73½	73½	705	695	570	570
Rock Hill	120	108½	99½	87	78½	78½	805	795	650	650
Coaldale	125	114½	104½	90	81½	81½	885	875	730	730
Blair Junction	135	124½	114½	101	93½	93½	1065	1055	890	890
McLeans	140	129½	119½	106	98½	98½	1065	1055	890	890
Millers	155	144½	134½	118	104½	104½	1245	1235	970	970
Main Line Jct.	155	144½	134½	118	104½	104½	1245	1235	970	970
Mogul Siding	160	149½	139½	123	106½	106½	1285	1275	970	970
Columbia Jct.	165	154½	144½	128	111½	111½	1305	1295	970	970
Tonopah	165	154½	144½	128	111½	111½	1305	1295	970	970
McSweeney	165	154½	144½	128	111½	111½	1305	1295	970	970
Klondyke	165	154½	144½	128	111½	111½	1305	1295	970	970
Goldfield	165	154½	144½	128	111½	111½	1305	1295	970	970

Rates from Reno to points south of Mina on the Nevada and California Railway in Nevada, and west of Churchill on Mound House Branch, may be made up by applying the above-named rates from Reno to Mina or Churchill, plus the present local mileage class rate from Mina or Churchill to the point of destination, provided such rate does not exceed the through rates shown in Southern Pacific Company's Joint Freight Tariff No. 90.

[Seal]

RAILROAD COMMISSION OF NEVADA.

Dated June 17, 1911.

By E. H. Walker, Secretary.

On July 12, 1911, Mr. G. D. Squires, on behalf of the Southern Pacific Company, and Mr. Hugh Brown, on behalf of the Tonopah and Goldfield Railroad Company, appeared before the commission and asked that the effective date of the order be postponed and that defendants be allowed time in which to file a petition for rehearing in the case. In compliance with the request, the commission extended the effective date of order to August 15, 1911. On July 31, 1911, petition for rehearing was received by the commission from the Southern Pacific Company, the same being granted and date for rehearing set for August 7, 1911. On August 7, 1911, rehearing of the case took place before the commission, testimony being taken in behalf of the complainants, defendants and interveners, the City of Fallon, Nevada, which was represented by attorney and allowed to intervene in the case. At the close of the taking of testimony and arguments, the case was resubmitted to the commission.

On September 2, 1911, the commission again entered its order in this case directing certain reductions in freight rates over defendants' lines, to take effect on or before September 20, 1911, the opinion and order reading as follows:

BEFORE THE RAILROAD COMMISSION OF NEVADA

Nevada Hardware and Supply Company, Logan-Langevin Company, W. I. Mitchell Company, Flanigan Warehouse Company and Reno Brewing Company,
Complainants,

v.

Southern Pacific Company and Tonopah and Goldfield Railroad Company,
Defendants.

Hearing on Petition for Rehearing in Case No. 139

Appearances:

For Defendants: C. W. Durbrow and C. R. Lewers, attorneys for Southern

Pacific Company. H. A. Jones, Freight Traffic Manager for Southern Pacific Company. J. K. Butler, Statistician for Southern Pacific Company.

For Complainants: H. J. Darling.

For Interveners: Wm. S. Wall.

Opinion and Order

SHAUGHNESSY, Commissioner:

The above-entitled case, wherein class rates between Reno and southern Nevada points on the Nevada and California Railway and the Tonopah and Goldfield Railroad were reduced by the order of the Railroad Commission of Nevada under date of June 14, 1911, came up for hearing on petition for rehearing by the Southern Pacific Company in the office of the commission at Carson City, Nevada, August 7, 1911.

Following is a copy of the defendant's petition for rehearing in Case No. 139: Nevada Hardware and Supply Company, et al.

v.

Southern Pacific Company, et al.

To the Honorable, the Railroad Commission of the State of Nevada:

Your petitioner, Southern Pacific Company, a corporation, organized and existing under the laws of the State of Kentucky, respectfully represents:

That it is engaged in operating a line of railroad extending from the City of Reno to the Town of Mina, in the State of Nevada. That from the City of Reno to the intermediate Town of Hazen, in said State, said railroad is owned by the Central Pacific Railway Company, a California corporation, and is operated by petitioner under a lease; that from said Town of Hazen to said Town of Mina, said railroad is owned by the Nevada and California Railroad Company, a California corporation, and is operated by petitioner under a lease; that from said Town of Mina to the cities of Tonopah and Goldfield, in said State, there is a line of railroad owned, leased and operated by the Tonopah and Goldfield Railroad Company; and that said railroad from said City of Reno to Tonopah and Goldfield, as aforesaid, constitutes a through line of railroad, and that petitioner in operating the same is engaged in the transportation of state and interstate freight between said Reno and Tonopah and Goldfield, and all points intermediate thereto, as well as all other points on said Nevada and California Railroad in the State of Nevada, and is participating in and making through rates and joint tariffs with said Tonopah and Goldfield Railroad Company, and dividing the rates collected for said transportation.

That on the 17th day of June, 1911, in the above-entitled matter, your honorable body made and entered an order fixing and establishing freight rates on said line of railroad between Reno and Tonopah and Goldfield, in said State of Nevada, which order is on file with your honorable body, and is hereby referred to and made a part of this petition without being incorporated herein. That said order fixes and establishes freight rates on said line of railroad by reducing the present rates in effect, and which are now being assessed and collected by your petitioner, an average of about forty per cent. That your petitioner has been duly served with said order, and has made as careful a comparison of the present established rates and the rates fixed by said order as it has been able to do within the limited time allowed by said order. That said order by its terms is to become effective on the 1st day of August, 1911, but on the 12th day of July, 1911, at the request of your petitioner, its effective date was extended until the 15th day of August, 1911, but notwithstanding the advancement of said date sufficient time has not been given your petitioner in which to make a thorough and exhaustive analysis of the effect of the proposed rates upon its income, compensation, and the cost of performing the service as at present performed.

For the purpose of giving your petitioner an opportunity to present to your honorable body the reasons which it entertains for considering that this order is unjust and that the rates proposed to be established are unreasonable and noncompensatory, and the facts to sustain and establish such reasons, your petitioner does hereby present this petition for a rehearing of the trial heretofore had in said matter, and as a basis for said rehearing it assigns the following grounds:

1. That said order interferes with the interstate transportation of your petitioner, for the reason that a combination of the interstate rates, as fixed by the Interstate Commerce Commission, to or from Reno, Nevada, with the rates fixed in said order, will make a lesser charge than the through published interstate

rate, and therefore will reduce the interstate rates of petitioner to a point lower than that fixed by said Interstate Commerce Commission.

2. That said order established a discrimination against the interstate rates fixed and established on the main line of petitioner by the Interstate Commerce Commission, because it gives to the City of Reno, in the State of Nevada, an undue and unreasonable preference or advantage over points in the adjacent States of California and Utah, and therefore is unlawful, and in excess of the jurisdiction of your honorable body and void.

3. That said order discriminates in favor of said City of Reno on interstate traffic by establishing preferential rates in favor of said city.

4. That the said order establishes rates which are unreasonably low for the service performed by your petitioner.

5. That the said order establishes rates which are noncompensatory and which confiscate the property of your petitioner and the Nevada and California Railroad Company for a public use without adequate compensation.

6. That the said order establishes rates which are lower than the rates now in effect, and which therefore violate an injunction issued by the United States Circuit Court, Ninth Circuit, District of Nevada, in an action entitled, *Southern Pacific Company v. Railroad Commission of Nevada*, in which said court forbade your honorable body, its servants and employees, to enforce any order reducing the rates of your petitioner within the State of Nevada on the main line of the said Central Pacific Railway.

7. That the said order establishes rates which are lower than the rates now in effect on the Nevada and California Railway and which are therefore in conflict with a judgment rendered on March 3, 1909, by the United States Circuit Court, Ninth Circuit, District of Nevada, in the case of *Southern Pacific Company v. Bartine* (170 Fed. 725), in which it was declared that certain rates established by an act of the Legislature of the State of Nevada, were confiscatory of the property of the Nevada and California Railway Company between said Town of Hazen and said Town of Mina.

8. That the said order establishes rates which are inconsistent with an order heretofore entered by your honorable body establishing rates on the main-line of said Central Pacific Railway, in this, that they are lower than said main-line rates for an equal distance, in some cases by more than 50 per cent, and that said rates are applied to the Nevada and California Company's line, notwithstanding conditions of traffic and earnings which would justify on said Nevada and California Railway Company's line as high, if not higher, rates than on said main line.

Wherefore, your petitioner respectfully prays that it may be granted a rehearing by your honorable body in the matter of said order, and that it may be permitted to offer evidence, oral and documentary, to your honorable body to substantiate the allegations of this petition, which it hereby holds itself ready to do on any date which may be set by your honorable body and which will give it a reasonable time in which to reach Carson City, Nevada, with its witnesses; and that in the meantime and until such evidence is heard and considered that said order be suspended and not allowed to go into effect.

SOUTHERN PACIFIC COMPANY,

By C. W. Durbrow and George D. Squires, Attorneys.

Dated July 26, 1911.

In addition to the foregoing allegations defendants charged that the pleadings of complainants were defective, but in consideration of the further showing which they made before the commission the objections were waived by counsel for the Southern Pacific Company.

Exhibits were introduced at the rehearing by defendants showing comparatively the rates at present in effect, the rates as prescribed by the commission, the amount of reduction between Reno and Nevada and California Railway points, the effect the readjustment would have in forcing a reduction in the Central Pacific Railway main-line rates between Verdi and Golconda by applying the combination of locals and a comparative statement covering the last five-year period of earnings, expenses and taxes on the Nevada and California Railway showing that gross earnings had fallen off from \$1,960,185.48 in 1907 to \$1,072,616.34 for the fiscal year ending June 30, 1911. The average for the five-year period is \$1,365,073.59, showing that the earnings—while not as great as for the banner year of 1907—have, nevertheless, been very substantial.

Expenses and taxes for 1907 were \$842,939.82, while for 1911 they were \$663,039.88, or for the five-year period an average of \$815,959.89. Thus we

observe that the average ratio of expenses and taxes to earnings is 60 per cent, or a net return of 40 per cent.

In passing it may be mentioned that the total capitalization outstanding of the Nevada and California Railway is \$6,837,000, which may be taken as fairly representative of its value for the purposes of this case, as we observe that the total expenditure or cost of the road and equipment is given as \$6,683,670.94 for the period ending June 30, 1910. Upon this valuation we find that the Nevada and California Railway has, during the five-year period preceding 1911 and ending June 30, 1910, paid out in dividends the sum of \$2,079,910, a total of 43 per cent on the capitalization, or an average return of 8.6 per cent per annum.

On June 30, 1910 there was on hand an unappropriated surplus of \$205,197.03, which should be substantially augmented from the net earnings for the year ending June 30, 1911, unless the Southern Pacific Company should see fit to dispose of the same in dividends.

Having reviewed the financial condition of the Nevada and California Railway, which is the Southern Pacific Company's branch line in Nevada, connecting with the main line of the Central Pacific Railway at Hazen, and extending southward 128 miles to Mina over standard-gage track and thence in southwesterly direction fifty miles to the Nevada-California state line over narrow-gage track, we hereby specifically deny, subject to such qualification as may hereinafter appear, all of the averments raised in defendant's petition for rehearing and also such reinforcement as was made in the oral testimony of Traffic Manager H. A. Jones, Statistician J. K. Butler, and in argument by Mr. C. W. Durbrow, attorney for the Southern Pacific Company.

In prescribing a reasonable scale of class rates between Reno and various Nevada points shown in the schedule, the commission did so after a most thorough investigation which shows beyond any doubt that the old rates in question are unjust, unreasonable and exorbitant. While we have had in mind the rate application between Sacramento and various Nevada points, the same has had absolutely no influence upon our judgment as to what are reasonable rates named in Case No. 139. This is conclusively shown by the fact that discrimination was not found by the commission in this case.

In this proceeding there is no conflict between state and federal control of commerce.

Complaint is made by defendant that the order of the commission in reducing class rates from Reno to various Nevada and California Railway and Tonopah and Goldfield points interferes with interstate commerce, for the reason that a combination of the local rates from nearby California points to Reno with those prescribed by the commission from Reno to Wabuska, Mina, Tonopah or Goldfield, has the effect of reducing their present through rates.

A review of the interstate local class-rate situation from nearby California points to Reno or Hazen, Nevada, will make the situation entirely clear, and it should be particularly illuminating as defendant seems to be of the opinion that the order of this commission in reducing intrastate rates from Reno to various other Nevada points directly interferes with the rates which were prescribed by the Federal Commission in the Sacramento rate case.

The Interstate Commerce Commission in Case No. 2,839, Traffic Bureau of the Merchants' Exchange v. Southern Pacific Company (known as the Sacramento Class Rate Case) reported in 19 I. C. C. Reports, 259:

Held, that they were of the opinion that the class rates to Reno and all stations east thereof up to and including Lovelock from Sacramento should not exceed in cents per 100 pounds an 85-cent scale.

With this order establishing a maximum rate at Lovelock the Southern Pacific Company instead of graduating their rates on a mileage basis within the 85-cent scale named to Lovelock, not only took advantage of applying the 85-cent scale at Reno and points between Reno and Lovelock, but also carried identically the same rate application as was named in their tariffs prior to the order of the Interstate Commerce Commission from all points west of Reno, as far as it could be done without exceeding the 85-cent maximum, to points between Reno and Lovelock. In other words, in making the readjustment from Sacramento to Hazen, for example, it was necessary to reduce the rate to all points intermediate from Sacramento to Gold Run where the 85-cent rate under the old scale commenced, and from stations between Gold Run and Hazen the local rates graduate according to distance and are the same as they formerly were under the old tariffs.

The fact is, therefore, that the reasonableness of the local rates between Gold

Run, Truckee, Boca, Floriston and Reno or Hazen were not in issue and were not passed upon by the Interstate Commerce Commission in the Sacramento rate case. The rates challenged and passed upon in that case were the rates from Sacramento to Reno and all Nevada-Utah main-line points between Reno and Ogden. The fact that these rates were not challenged or readjusted is conclusive evidence that the traffic moving between this points under class rates was of such minor quantity that a readjustment was not deemed necessary. In fact the only substantial movement there is from the aforesaid California points is lumber and ice, which is covered by special or commodity rates and which are very much lower than reduced class rates would be, assuming that the Interstate Commerce Commission had ordered a graduated mileage reduction of class rates at those points when they reduced the rates to Reno and all main-line points intermediate to Ogden in the Sacramento rate case.

It is admitted by defendants that there will be no interference with interstate commerce from Sacramento, Stockton, San Jose, San Francisco, Los Angeles, or other commercial centers to points in Nevada as a result of the commission's order in Case No. 139.

There is, therefore, practically no movement of traffic from nearby California points which would be affected by a reduction in class rates incidental to the reductions made in Case No. 139, and the loss in revenue, if any, from this cause would be infinitesimal.

In view of the foregoing, and as we find that defendants complaint of "interference with interstate commerce" is not supported by any substantial injury, nor is there in evidence or in argument any averment of fact showing injury—counsel for defendant having merely urged conclusions of law before the commission—we are of the opinion that the point is without merit.

We cannot admit the soundness of the contention that the said order in Case No. 139 gives to Reno an undue or preferential advantage on business to southern Nevada points, over points in California or Utah. The question of discrimination is not before us in this proceeding. As before stated, we have not considered the interstate rate nor the necessities of points in California or Utah in prescribing a reasonable scale of class rates between Reno and various other Nevada points.

In our view defendants have failed to show that the said order establishes rates which are confiscatory of the Southern Pacific Company's property in Nevada or of the property of the Tonopah and Goldfield Railroad Company.

In support of this claim the Southern Pacific Company, defendant, put in evidence before the commission, by the testimony of Witness J. K. Butler, that the direct loss in revenue to the Nevada and California Railway would be \$7,500 per annum by reason of said order. No showing was made as to what the loss would be if that portion of the Southern Pacific Company's property between Reno and Hazen were included and which is covered by the order.

On the question of confiscation, therefore, defendants have confined their entire showing to the Nevada and California Railway.

With the exception of a loss of \$7,500 per annum in the revenue of the Nevada and California Railway nothing appears in defendant's petition or in the record as made before the commission which would in any way support the contention that the rates as ordered will not afford a fair return on that portion of the Southern Pacific Company's property covered by the order in this case, and which is used in the transaction of the business affected.

Taking defendant's alleged loss of \$7,500, which, after a check of the business of the Nevada and California Railway taken from the Southern Pacific Company's records at its Reno freight office by the secretary of the commission for the months of January and April, 1911, we are prepared to admit is substantially correct and comparing it with \$216,152.74, the Nevada and California Railway intrastate earnings for the twelve-month period ending April 30th (taken from the monthly reports rendered under oath by the Southern Pacific Company), we find that the rates as ordered, instead of being confiscatory, will, in fact, afford an adequate return on the property used in the service.

The following computations illustrate the matter clearly and forcefully:

Nevada and California Railway for the Year Ending April 30, 1911	
Gross earnings.....	\$1,099,446.30
Intrastate earnings.....	216,152.74
Percentage of intrastate business of the total.....	19.66%
Total valuation of property.....	6,837,000.00

Value of property in Nevada on revenue basis (using 19.66%)	1,344,154.20
Operating expenses (entire system)	585,894.73
Intrastate operating expenses on revenue basis (using 19.66%)	115,197.80
Intrastate net revenues	100,954.94
Less defendant's alleged loss	7,500.00
Intrastate net revenues, under rates prescribed by commission	93,454.94
Net returns on value of the property in Nevada from intrastate business on the basis of reduced class rates between Reno and various points between Hazen and Mina	6.95%

Defendant complains by petition and in argument that the rates established by the commission in this case are lower than the maximum rates passed by the legislature of 1907 and on which the court in the case of the Southern Pacific Company v. Bartine (170 Fed. 725) held that the rates were confiscatory of the property of the Nevada and California Railway; also that the rates are lower than those heretofore entered in an order by this commission establishing reduced class rates on the main line of the Central Pacific Railway, to become effective on or before April 8, 1910, which, before the effective date were temporarily restrained by the Federal Circuit Court, Ninth Judicial District, at Carson City, Nevada, in a suit by the Southern Pacific Company, which company alleged that the rates were unreasonably low. The case has since been fully submitted on the question of fact, and is now pending decision.

In order that defendant's complaint may be conveniently reviewed, we incorporate below a comparative schedule of the rates in question, between Reno and points on the Nevada and California Railway and Tonopah and Goldfield Railroad. The rates prescribed in this case are designated "N. & C. Ry." those prescribed by the Legislature of 1907 by the abbreviation "Max." while those now before the Federal Court are designated "C. P. Ry.":

COMPARATIVE SCHEDULE

Between Reno and—	Distance, miles		1	2	3	4	5	A	B	C	D	E
Hazen	45.0	N. & C. Ry.	21	19	16	14	12	12	1.55	1.50	1.15	1.15
		Max.	20	19.5	16	13	11.5	11.5	1.80	1.55	1.35	1.35
		C. P. Ry.	39	32	28	23	19	19	2.90	2.80	2.20	2.20
Fallon	61.0	N. & C. Ry.	27	23	19	18	16	16	1.95	1.85	1.55	1.55
		Max.	24.4	22.6	19.5	15.9	14	14	2.20	1.89	1.65	1.65
		C. P. Ry.	48	40	34	28	24	24	3.90	3.70	2.90	2.90
Wabuska	85.0	N. & C. Ry.	36	32	27	24	21	21	2.60	2.50	1.95	1.95
		Max.	34	31.5	27.2	22.1	19.6	19.6	3.06	2.64	2.30	2.30
		C. P. Ry.	58	49	41	36	32	32	4.15	4.05	3.05	3.05
Thorne	141.5	N. & C. Ry.	81	73	60.5	51.5	49	49	4.15	4.05	3.05	3.05
		Max.	56.4	52.2	45.1	36.7	32.4	32.4	5.08	4.37	3.81	3.81
		C. P. Ry.	82	70	61	52	48	48	5.45	5.35	4.05	4.05
Mina	174.0	N. & C. Ry.	100	89.5	79.5	68	61.5	61.5	5.05	4.95	3.70	3.70
		Max.	70	64.8	56	45.5	40.3	40.3	6.30	5.43	4.73	4.73
		C. P. Ry.	94	80	68	59.5	53.5	53.5	6.35	6.30	4.70	4.70
Tonopah	243.0	N. & C. Ry.	165	154.5	144.5	128	111.5	111.5	13.05	12.95	9.70	9.70
		Max.	97.6	90.3	78.1	63.4	56.1	56.1	8.78	7.56	6.50	6.50
		C. P. Ry.	119	100.5	83	71	59	59	8.60	8.60	6.15	6.15
Goldfield	271.0	N. & C. Ry.	165	154.5	144.5	128	111.5	111.5	13.05	12.95	9.70	9.70
		Max.	108.4	100.3	86.7	70.5	62.3	62.3	9.76	8.40	7.32	7.32
		C. P. Ry.	122	103	85	73	61	61	9.05	8.95	6.50	6.50

The schedule clearly sets forth the variation in the different class-rate scales for the various distances shown therein from which it is observed that in Classes B, C, D, and E, of the scale in the present case the rates are somewhat lower than in the maximum, and for distances over 200 miles this is also true with reference to the Central Pacific Railway scale. While this is true regarding the Central Pacific scale, no complaint was made thereof in the trial of the case in the Federal Court. Why? Because practically everything moving under the said classes is covered by a commodity or special rate, and it is, therefore, impossible to show substantial injury by reason of a reduction in said rates—even to the extent to which they have been reduced in the present case. For example, in the aforesaid check, which was made by the secretary of this commission from the records of the Southern Pacific Company, it was found that the reduction in the rates covering the movement of traffic between Reno and all Nevada and

California Railway points under Classes B, C, D, and E amounted to only \$86.84 for the months of January and April, 1911, or \$531.04 if extended over a year period on the basis of these two months. From this it is not to be inferred that the tonnage moving under these classes is light. In fact the reverse is true, and if, therefore, we consider the movement of lumber, mining timbers, coal, lime, cement, ore, flour, grain, potatoes, hay and other products of the soil which are classified under B, C, D, and E, and which are unaffected by our order in this case, because covered by commodity rates which are lower, we find that these products constitute the bulk of the tonnage handled by the Nevada and California Railway.

It will thus be seen that the reductions affected in the first six classes, i. e., First, Second, Third, Fourth, Fifth and A—covering principally less than carload shipments—are the ones through which practically all of defendant's alleged loss in revenue of \$7,500 will occur.

In the readjustment which the commission ordered in the Central Pacific scale the first six classes only were reduced, while in the present case the reductions were uniformly carried throughout the entire ten classes.

In re finding of the court in the case of Southern Pacific Company v. Bartine (170 Fed. 725) wherein it is held that the class rates prescribed by the legislature of 1907, if applied to the Nevada and California Railway would be confiscatory, it is only fair to call attention to the fact that said finding was based upon the uncontradicted testimony of the Southern Pacific Company—i. e., that the cost of performing the intrastate business was three times as great as the cost of the general business of the company. The commission having just been organized was without specific data of any kind, and therefore ill prepared to meet this line of testimony. Being vitally concerned in the defense of the constitutionality of the Railroad Commission law which was under attack, and desiring, above everything else, a decision thereon, in order that our powers should be clearly defined at the earliest possible date, we stipulated that upon the question of fact the case be submitted on the evidence introduced by the Southern Pacific Company, et. al., in order to expedite matters. Judge Farrington, therefore, in finding that the maximum rates would be confiscatory if applied to the business of the Nevada and California Railway very properly did so upon the following conclusion:

In the absence of any contradictory testimony it must be found as a fact that the cost of the local freight business of the Southern Pacific Company in the State of Nevada is relatively greater than the cost of the general business of the company—that is to say, of its business as a whole—and that a fair, just and conservative estimate of the greater relative cost of such local business in that such cost as related to the cost of the general business is in the proportion of 3 to 1.

This averment on the part of the Southern Pacific Company that it costs three times as much to transport the local business as it does the general business of the company is fallacious in reasoning and in fact. It is highly significant that in the case before Judge Farrington this theory was only supported by expert opinion testimony on the part of the officers of the Southern Pacific Company, and this notwithstanding the fact that said officers have at their command available data by which, on a given amount of business extending over a representative period, they could show wherein and to what extent, if any, the local business costs in excess of the general. It should be known, however, that the specific unit costs of the different classes of transportation by the railroads is a tender subject and one upon which specific information is usually ingenuously withheld in rate cases before the commissions and courts.

Whatever may have been the necessities of the Nevada and California Railway in the matter of train service between Hazen and Mina during 1907, when a double daily passenger-train service, a through and local daily freight-train service was maintained, investigation shows that at the present time there is in operation only one passenger train daily and one mixed through and local freight train daily except Sundays. In other words, where in 1907, through freight was handled in through freight trains and the local inter- and intrastate less-than-carload freight was handled on what are termed local or way freight trains, at the present time both through and local freight is handled on the same train. This requires the movement of carload and less-than-carload interstate and intrastate freight on the same train, and, in fact, largely in the same cars in so far as the less-than-carload freight is concerned.

It will thus be seen that the 3 to 1 theory falls flat when it is considered that both interstate and intrastate freight is moving between Hazen and Mina on the same train and that the bulk of the local traffic covered by our order moves in the same cars, carrying similar shipments, which are interstate in character.

In establishing the rates in question the commission gave full consideration to the necessities of the Nevada and California Railway, and we have, in fact, established a scale of rates which are just, fair and compensatory for the services to be rendered thereunder. But in the light of our knowledge of the facts, we could no more give consideration to the said 3 to 1 or, in fact, any other excess basis, than we logically could have done if the road started at Hazen and ended at Mina without any connection with other lines, and we were called upon to find that it cost more to transport Squires' freight than it does Durbrow's, the character of the freight being the same, moving over the same limits, in the same trains and largely in the same cars.

In view of the foregoing facts the commission is, therefore, unable to give any weight whatsoever to defendant's comparison of the alleged confiscatory character of the rates in this case with those enacted by the legislature and which were so found in the decision by Judge Farrington on the uncontradicted testimony of the Southern Pacific Company.

We cannot see any merit in defendant's complaint that our order in the present case is violative of the temporary injunction issued by Judge Farrington in the Central Pacific Railway main-line case, entitled Southern Pacific Company v. Railroad Commission of Nevada, which is now pending final decision, for the reason that the commission has made no order with the intention of directly reducing or disturbing the said main-line rates. The order does not name rates between Reno and any main-line points, but it does, in fact, name rates from Reno to Nevada and California Railway points between Hazen and Mina. That the said reductions may have the incidental effect of reducing the rates on the main line between Reno and Hazen is due to the operation of the Railroad Commission law (section 7) providing that no greater charge shall be made for a shorter than for a longer haul, either for passengers or for freight, when the shorter haul is included within the longer, etc.

While the reductions effected in the main-line rates, incidental to the order in the present case by the operation of the long and short-haul law, or a combination of the locals on Hazen, may have the effect of showing substantial percentage reductions in the present rates, nevertheless the loss in revenue as a result thereof will be small indeed, for the reason that, with the exception of an emergency shipment occasionally to points east of Hazen and a small movement of high-class goods to Wadsworth and Hazen from Reno, the great bulk of the traffic consisting of products of the soil and articles manufactured therefrom will continue moving under commodity rates which will in nowise be affected by the said reductions in class rates.

This disposes of every complaint made by the Southern Pacific Company of the commission's order in Case No. 139, and also of the testimony and argument made before the commission on August 7, 1911, in support thereof.

Merchants and citizens of Fallon, Nevada, protested by petition prior to the rehearing against a reduction in the rates between Reno and Fallon as named in the order. They were notified that a rehearing was set for August 7, 1911, and that they might appear as interveners and make such showing as they desired to in support of their protest. At the rehearing the said interveners were represented by Attorney Wm. S. Wall.

In presenting Fallon's protest Mr. Wall complained that the order would have the effect of giving Reno preferential rates over Wabuska, Mina, Tonopah and Goldfield, and would prevent Fallon, the county-seat of Churchill County, from marketing its grain, hay, potatoes and onions in southern Nevada points on an equality with Reno.

Fallon is located on a branch line sixteen miles from the main line of the Nevada and California Railway and would be at a disadvantage to the extent of the local rates assessed from Fallon to the main line of the Nevada and California Railway if the merchants of Fallon wished to sell and distribute goods in less-than-carload lots to southern Nevada points. Upon investigation of the rate situation, however, it was found that the commodity rates already named on the products of the soil before mentioned from Fallon to Tonopah and Goldfield, the largest southern markets for such produce, were less than the reduced class rates in said order would be from Reno, and that, therefore, Fallon would suffer no disability. This was explained, and, as it appeared that Fallon mer-

chants had not heretofore attempted to sell and distribute less-than-carload shipments in southern Nevada, Mr. Wall withdrew his protest with the understanding that if the rates between Fallon and southern Nevada points were not satisfactory, the remedy of his clients would lie in a complaint and further proceedings before the commission, rather than in a protest against the establishment of a reasonable scale of rates between Reno and southern Nevada points.

The Tonopah and Goldfield Railroad Company, one of the parties in interest, made no appearance at the rehearing either by counsel or otherwise.

Order

On this, the 2d day of September, 1911, at a regular session of the Railroad Commission of Nevada, all members being present and concurring, and it having been specifically requested by counsel for defendants that the effective date of the final order to be made in this case should be no earlier than fifteen days after the date of such final order, which request was granted by this commission, it is now ordered that on or before the 20th day of September, 1911, the defendants publish and put into effect the annexed schedule of rates.

RAILROAD COMMISSION OF NEVADA,

By E. H. Walker, Secretary.

[Seal]

Dated September 2, 1911.

SCHEDULE

Miles Between Reno and—	Rates in cents per cwt.					Cents per ton				
	1	2	3	4	5	A	B	C	D	E
50.6 Mahala	21	19	16	14	12	12	155	150	115	115
55.2 Mirage	23½	21	17½	15½	13½	13½	170	160	125	125
61.0 Fallon	27	23	19	16	13	13	196	185	155	155
50.1 Taylor	21	19	16	14	12	12	155	150	115	115
55.1 Perkins	23½	21	17½	15½	13½	13½	170	160	125	125
59.7 Hawes	25	22½	19	17	14½	14½	180	175	135	135
64.2 Apache	27	23	19	16	13	13	196	185	155	155
69.6 Pawnee	29	25½	21½	19	17	17	210	200	155	155
73.6 Churchill	31½	28½	23	20	18½	18½	205	200	160	160
81.8 Numana	34½	30½	26	23	20	20	250	240	190	190
85.1 Wabuska	36	32	27	24	21	21	260	250	195	195
91.7 Moquist	45	41	34	30	27	27	325	310	245	245
100.9 Rio Vista	49½	45	37	32½	29	29	360	340	270	270
104.8 Reservation	54	49	41	35½	32	32	390	370	290	290
111.3 Schurz	63	56	47	40	36	36	415	395	305	305
118.6 Modoc	67½	60	50	43	39	39	415	395	305	305
124.5 Gillis	72	64	53	45	41	41	415	395	305	305
133.8 Walker	78½	70	57½	49½	47	47	415	405	305	305
141.5 Thorne	81	73	60½	51½	49	49	415	405	305	305
146.5 Dover	84½	75½	62½	53½	51	51	425	415	310	310
151.1 Kinkaid	84½	75½	62½	53½	51	51	425	415	310	310
158.2 Acme	86½	77½	66	57	53	53	435	425	325	325
165.3 Luning	91½	81	71½	61½	57	57	465	460	340	340
174.2 Mina	100	89½	79½	68	61½	61½	505	495	370	370
190.4 Redlich	115	104½	94½	82	73½	73½	705	695	570	570
195.5 Rock Hill	120	109½	99½	87	78½	78½	805	795	650	650
203.7 Coaldale	125	114½	104½	90	81½	81½	885	875	730	730
211.1 Blair Junction	135	124½	114½	101	93½	93½	1065	1055	890	890
217.8 McLeans	140	129½	119½	106	98½	98½	1065	1055	890	890
230.6 Millers	155	144½	134½	118	104½	104½	1245	1235	970	970
234.6 Main Line Junction	155	144½	134½	118	104½	104½	1245	1235	970	970
237.1 Mogul Siding	160	149½	139½	123	106½	106½	1285	1275	970	970
239.9 Columbia Junction	165	154½	144½	128	111½	111½	1305	1295	970	970
244.2 Tonopah	165	154½	144½	128	111½	111½	1305	1295	970	970
245.7 McSweeney	165	154½	144½	128	111½	111½	1305	1295	970	970
254.7 Klondyke	165	154½	144½	128	111½	111½	1305	1295	970	970
271.2 Goldfield	165	154½	144½	128	111½	111½	1305	1295	970	970

The railroads immediately carried this case to the United States Circuit Court, District of Nevada, securing a temporary restraining order against the commission. On September 30, 1911, a hearing on the motion for an injunction pendente lite was held before Judge Farrington, and briefs filed within ten days after the hearing. On the motion for an injunction pendente lite no decision has been rendered up to the time of closing this report.

No. 140—Rates on Shoes, Less than Carload, Racine, Wis., to Reno Nevada.

January 20, 1911. Complaint of Mr. P. Jacobs against the Southern Pacific Company alleging overcharge on seven cases of shoes, Racine, Wis., to Reno, Nevada, claiming that the rate should have been the first-class

rate of \$2.90 per cwt., which became effective January 2, 1911, instead of \$4.04 per cwt., which was effective prior to that date. Upon investigation of the freight bill covering this shipment it was found that the goods were shipped from Racine, Wis., on January 1, 1911, and that as the reduced rate did not go into effect until January 2, 1911, the charges assessed on the basis of \$4.04 per cwt., were correct. Complainant was so advised on January 20, 1911.

No. 141—Telegraph Rates for Newspapers on Nevada Northern Telegraph Line.

February 9, 1911. Taken up by the Railroad Commission on its own motion with the officials of the Western Union Telegraph Company and Nevada Northern Telegraph line. In taking the matter up the commission stated that upon investigation of the tariffs it was found that the day press rate between all points on the Western Union Telegraph Company's lines in Nevada was uniformly one cent a word and the night press rates one-half cent a word, while press rates from all points in Nevada to Ely or other points on the Nevada Northern Telegraph line were for day rates one cent per word to Cobre, Nevada, plus one-half cent per word from Cobre to Ely, making a through day press rate of one and one-half cents per word, and a night rate of one-half cent from Nevada points to Cobre, plus one-half cent from Cobre to Ely, making a through night press rate of one cent per word, the newspapers of Ely and other Nevada Northern Telegraph line points thus suffering a disadvantage of one-half cent per word on both day and night messages, compared with other points in the State. The two companies were asked to join in through rates so as to give these points the same day and night press rates as applied between other points in the State. In a letter dated May 15, 1911, the Western Union Telegraph Company notified the commission that it was agreeable to establishing a joint press rate of one cent per word from all points in Nevada to Ely, Nevada, that company absorbing all of the reduction, as the Nevada Northern Telegraph Company was unwilling to participate by reducing its own rates. Accordingly rates were so adjusted, and press rates between Ely and other Nevada points were reduced one-half cent per word.

No. 142—Freight Rates and Particularly Coal Rates on Virginia and Truckee Railway.

February 17, 1911. Complaint of the Meyers Mercantile Company and E. J. Walsh against the Virginia and Truckee Railway alleging unjust, excessive, unreasonable and discriminatory rates charged by the Virginia and Truckee Railway for the transportation of freight between Reno, Nevada, and Carson City, Nevada, and more particularly rates charged for the transportation of coal between those points. On March 16, 1911, citation was issued to the Virginia and Truckee Railway to appear and show cause why the rates complained of should not be reduced, date of hearing being set for April 10, 1911. Hearing of case was later postponed to April 20, 1911, and then to April 27, 1911. On April 27, 1911, the case was heard by the commission, testimony being taken in behalf of both complainants and defendants. Defendant filed its answer and a demurrer to the complaint at time of hearing, the demurrer being overruled by the commission. At close of the hearing the case was submitted to the commission. On July 8, 1911, the commission entered its opinion and order in this case dismissing the complaint against the freight class

rates in effect between Reno, Nevada, and Carson City, Nevada, and requesting a reduction in the rate upon coal, in carload lots, Reno, Nevada, to Carson City, Nevada, from the present rate in effect of \$2 per ton to \$1.25 per ton, to take effect on or before September 1, 1911. The opinion and order, in full, is as follows:

OPINION AND ORDER

In this case the petitioners, who are engaged in merchandising business in Carson City, Nevada, complain of the class rates, and more particularly of the rate on coal, from Reno to Carson City, and in their complaint ask for a reduction of said rates to a fair and reasonable basis.

Formal citation having been issued to the defendant, the case came on to be heard on Thursday, April 27, 1911, at the office of the commission in Carson City, Nevada. H. B. Van Etten and E. J. Walsh were sworn as witnesses and testified on behalf of complainants, and F. E. Murphv, H. L. Griffiths, and A. M. Ardery were sworn as witnesses and testified on behalf of defendant.

The evidence failed to disclose a condition which, in the judgment of the commission, would justify a general or any substantial reduction in the class rates. Witness Walsh testified that the reductions asked for in the class rates would not materially, if at all, affect the prices to the consumers; that the goods were usually sold in lots so small that the difference between the freight rates now charged and rates twenty per cent lower would make no appreciable difference in the selling price in the retail trade. Witness Van Etten testified that it would make a small difference when the goods were sold at wholesale. But it did not appear that such sales were made to any considerable extent except to smaller dealers, and to them the difference seems too small to be reflected in the prices charged at retail.

No showing having been made upon which a general revision or reduction could be made in the class rates, there is no other course open to the commission at this time than to order dismissal of the complaint in so far as it relates to the class rates.

THE COAL RATE

The question of the coal rate, however, requires more serious consideration. In giving this matter such consideration it should be stated that the coal movement from Reno to Carson City is entirely interstate traffic, the coal coming mostly from the States of Utah, Wyoming, and Colorado on through bills of lading to Carson City. At rare intervals coal from points on the Pacific coast north of San Francisco, and from Australia, has been brought in, but this is also an interstate movement. The strictly local rate from Reno to Carson City is merely a paper rate, and gives the commission nothing tangible to act upon. Therefore, the coal rate of \$2 per ton complained of is not within the direct jurisdiction of this commission and we could make no valid order respecting it. The \$2 is merely a part of a \$7 joint rate, and any proceeding for a reduction of the rate must be brought before a tribunal having jurisdiction of all the carriers engaged in the haul. That tribunal is the Interstate Commerce Commission.

But this commission is not entirely without power to take cognizance of the matter, for section 21 of our Railroad Commission law expressly provides as follows:

SEC. 21. The commission shall have power, and on complaint of any person it is hereby made its duty, to investigate all or any freight rates on interstate traffic on railroads in this State, and when the same are, in the opinion of the commission, excessive or discriminatory, or are levied or laid in violation of the interstate commerce law, or in conflict with the rulings of the Interstate Commerce Commission, the commission shall present the facts to the railroad, with a request to make such changes as the commission may advise, and if such changes are not made within a reasonable time, the commission shall apply by petition to the Interstate Commerce Commission for relief. All freight tariffs issued by any such railroad relating to interstate traffic in this State shall be filed in the office of the commission within thirty days after the passage of this act, and all such tariffs thereafter issued shall be filed with the commission when issued.

At the hearing of April 27th the coal rate was taken up and investigated with all the thoroughness possible, and subsequently Mr. Commissioner Shaughnessy made a close and careful analysis of the testimony introduced, together with the official records on file in this office, including the tariff schedules of the defendant

herein, and presented to the commission the following report and recommendation:

Railroad Commission of Nevada, Carson City, Nevada.

Gentlemen: I have the honor to submit herewith my analysis of the record taken in the case of the merchants of Carson City against the Virginia and Truckee Railway, wherein, complaint having been made, formal hearing was had at the offices of the Railroad Commission, April 2, 1911, regarding the reasonableness of the rates on coal from Reno to Carson City, and also on the class rates between the same points.

In this review I deal only with the rate covering the movement of coal, leaving the class rates for future determination.

The statistics set forth below were made up from figures taken from the annual report of the Virginia and Truckee Railway for the year ending June 30, 1910, and from their freight tariffs on file with the commission:

For the Fiscal Year ending June 30, 1910

Total earnings.....	\$294,347.34
Freight revenue.....	\$192,901.16
Ton mileage.....	4,079,710
Ratio operating expenses.....	66.12%
Operating expenses.....	\$185,403.76
Ratio of freight earnings to total earnings.....	65.00%

65 per cent of operating expenses, \$185,403.78, is \$120,439.47.

120,439.47 divided by 4,079,710, the ton mileage, gives 2.95 cents, the average cost of operation per ton per mile.

2.95 times 32, the mileage Reno to Carson City, gives 94.4 cents, which is the average cost of moving one ton (all expenses).

The present rate covering the movement of coal from Reno to Carson City is \$2 per ton.

Contrast the expense, 94.4 cents, to the earnings, \$2 per ton, and it will be seen that the ratio is 47 per cent or 53 per cent net.

The present rate covering the movement of coal from Reno to Virginia City is also \$2 per ton.

Applying 2.95 cents, the average cost of operation per ton mile, we find the cost of moving one ton 32 miles, Reno to Virginia City, is \$1.53.

Contrast the above expense to the earnings, and it will be found that the ratio is 76 per cent or 24 per cent net.

The rate covering the movement of ice from Reno to Carson City is \$1 per ton.

Contrast the average expense of 94.4 per ton to the above earnings, and it will be found that the ratio is 94.4 per cent or 5.6 per cent net.

The rate covering the movement of plaster from Mound House to Reno is 75 cents per ton.

Distance from Mound House to Reno is 41 miles. Applying 2.95 cents, the average cost of operation per ton per mile, we find the cost of moving one ton is \$1.20.

Contrast this expense, \$1.20, to the earnings, 75 cents per ton, and it will be found that the ratio is 161 per cent, or a deficit of 61 per cent.

It is to be remembered at all times that the foregoing ratios have been found on the basis of 2.95 cents, the average cost of operation, which of course is not representative of the actual cost of operation in the movement of plaster, coal, and other low-grade commodities which are susceptible of maximum car loading and which can move at company convenience, while ice, fruits and vegetables, meats, etc., requiring refrigerator cars, and merchandise of all kinds moving with 33½ to 50 per cent less tonnage per car must in all cases move forward in fast-time freight trains.

Included within the 2.95 cents is the heavy cost of operation into Virginia City, and, as the ratio of operating expenses to earnings on the branch line between Carson City and Minden is doubtless unusually high and helps to swell the average cost, it is only fair to assume that the Virginia and Truckee in voluntarily naming a rate of 75 cents per ton on plaster from Mound House to Reno did so with the knowledge that the actual cost of operation would be low enough so that the business would be profitable, and it is, therefore, unreasonable to assume that the Virginia and Truckee Railway is handling any of its business at less than cost, average expenses to the contrary notwithstanding.

If we take the mileage prorate of the \$2 coal rate from Reno to Virginia City, we find the rate to Carson City should be \$1.25.

Contrast 94.4 cents, the average cost of moving one ton from Reno to Carson City, to \$1.25, the earnings shown above, and it will be found that the ratio is 75 per cent or 25 per cent net.

In support of such an adjustment it may be observed that it would harmonize with the rates voluntarily established by the Virginia and Truckee covering the movement of brick from Reno to Carson City, \$1.25 per ton, and from Reno to Virginia City, \$2 per ton. This is a low-grade commodity moving in small volume, and the comparison, it seems to me, is a good one.

As the average ratio of operating expenses to gross earnings for the system as a whole is 66.12 per cent or 33.88 per cent net, it is my opinion that a return of 53 per cent net on the basis of the present \$2 rate to Carson City is too much on this low-grade commodity. Considering that rates have been voluntarily established covering the movement of ice, brick and plaster, which return (using always the average cost) 5.6 per cent and 25 per cent net, respectively, on ice and brick, and a deficit of 61 per cent on plaster, it would seem no more than reasonable for this commission to recommend to the officers of the Virginia and Truckee that they establish a rate of \$1.25 covering the movement of coal from Reno to Carson City.

It may be mentioned in passing that the maximum which was prescribed by the Legislature in 1907 would have fixed the rate on coal from Reno to Carson City at 85 cents per ton, and it will be remembered that in compliance with the law the Virginia and Truckee had their tariffs printed and ready to file with this commission when the suits were brought by the Southern Pacific Company and others.

The net operating income of the Virginia and Truckee Railway, after deducting taxes for the year 1910, was \$94,377.08. This is 6.3 per cent on a valuation of \$1,500,000.

Judged by any test, the rate of \$2 per ton on coal from Reno to Carson City is unreasonably high, and should therefore be reduced.

The shipments in question are interstate in character, and, while this commission is without direct jurisdiction, nevertheless, I do not think we can refuse to take necessary action for the establishment of a reasonable rate. Section 21 of the Railroad Commission law in mandatory language makes it the duty of this commission, if after complaint and investigation the rates covering interstate traffic are found to be excessive or discriminatory, to present the facts to the railroad with the request to make such changes as may be desired, and if such changes are not made within a reasonable time, the section says the commission shall apply to the Interstate Commerce Commission for relief.

I am, therefore, of the opinion that the commission should find, for the reasons heretofore shown, the \$2 rate on coal from Reno to Carson City unreasonably high, and that a statement of the facts should be presented to the officers of the Virginia and Truckee Railway with a request that a rate of \$1.25 be established.

In further support of the foregoing, I wish to state that since the hearing of this case a comprehensive investigation of the business moving over the Virginia and Truckee Railway for a representative period has been made by the secretary of the commission. He reports, as a result thereof, that for the month of May, 1911, the records of the Virginia and Truckee Railway, covering the transportation of coal from the Wyoming and Utah mines to Virginia City, shows that they are accepting \$2 per ton for the movement from Reno to Virginia City. Also that in the movement of wood from Reno to Carson City the Virginia and Truckee Railway is accepting \$1.21 per ton for a service which contemplates a movement of an average of 25 tons per carload, while the movement of coal will average 35 tons.

Respectfully submitted,

J. F. SHAUGHNESSY,
First Associate Commissioner.

The foregoing report needs but little comment, as it practically covers the ground. It may be said, however, that, in the absence of some special showing by way of justification, a rate of \$2 per ton from Reno to Carson City, a distance of 32 miles, is very much out of proportion to a \$5 rate from the coal mines to Reno, a distance of about 1,000 miles. Of course, we recognize and give full weight to the fact that a short branch road may properly charge more per ton per mile than is charged for a very much longer main-line haul, and we are also disposed to make due allowance for the general business conditions and prices which obtain in the territory traversed by the defendant's road, as well as the circumstance that its earnings, as a whole, are not excessive.

Still, we are of the opinion that the rate on coal should bear a just and reasonable relation to the rates on other low-grade commodities. In this connection it may be remarked that a \$2 rate on coal to Virginia City tends strongly to prove that the same rate to Carson City is excessive. The distance from Reno to Carson City is only 32 miles against 52 to Virginia City, the haul to the last-named place being for about ten miles of the way up an extraordinarily steep grade with unusually sharp curvatures. It is urged that the low rate to Virginia City is forced by threatened competition by way of Hazen, Churchill, and Mound House. Granting this to be so, the fact remains that there must be some profit on the Virginia City haul. Otherwise the rate would be unlawful under the rulings of the highest courts in the country. If, then, there is profit in the Virginia City haul, there must, of necessity, be a very much larger profit at the same rate to Carson City with a haul nearly 40 per cent less and a marked absence of heavy grades and curvatures.

The voluntary fixing by defendant of a rate of \$1.21 per ton on wood, with much smaller tonnage to the car, is also highly suggestive in its bearing upon the coal rate complained of. The commission can see no good reason why the rate on coal should be materially higher than the rate on wood, both being used for fuel, both being commodities of prime necessity to the people of Carson City and vicinity, and both being low-grade commodities moved in much the same manner.

ORDER

It is therefore ordered that the complaint so far as it relates to class rates be and it is hereby dismissed.

It is further ordered that the Virginia and Truckee Railway be and hereby is advised and requested to establish and put into effect on or before September 1, 1911, a rate of \$1.25 per ton on coal from the City of Reno, Nevada, to Carson City, in the same State.

[Seal]

RAILROAD COMMISSION OF NEVADA,

Dated July 8, 1911.

By E. H. WALKER, Secretary.

On July 31, 1911, the Virginia and Truckee Railway, defendant, filed a petition for modification of the order in this case, and after careful consideration of the same, the following order on the petition for modification of the order in this case was made:

Defendant having petitioned the commission for a modification of the order and request in this case heretofore made, relative to coal rates over the defendant's line from Reno, Nevada, to Carson City, Nevada, and the matter of said petition having been taken up and considered at a regular meeting of the commission on the 12th day of August, 1911, after full consideration thereof, it was ordered that as an immediate and present adjustment of the coal rate between the two cities named, the offer of the defendant to put into effect at once a rate of \$1.50 per ton be accepted in lieu of the \$1.25 per ton named by the original order and request. This acceptance is based upon the express condition that the rate of \$1.50 per ton be put into effect at the earliest date allowed by law.

[Seal]

RAILROAD COMMISSION OF NEVADA,

Dated August 21, 1911.

By H. F. BARTINE, Chairman.

The rate of \$1.50 per ton on coal, Reno to Carson City, Nevada, was put into effect by the Virginia and Truckee Railway on October 12, 1911, and its proportion of the through rate named in conjunction with the Southern Pacific Company, Oregon Short Line Railroad, Union Pacific Railroad and Denver and Rio Grande Railroad was adjusted as soon after this date as the interstate commerce law would permit.

No. 143—Commodity Rates on the Nevada Northern Railway.

February 17, 1911. Complaint of the Railway and Transportation Committee of the Ely Commercial League against the Nevada Northern Railway Company, asking for an investigation of the commodity rates in effect on the defendant's road. Enclosed with the complaint there was a copy of a letter addressed to the Nevada Northern Railway Com-

pany asking that company to reduce its commodity rates on numerous commodities to the extent of $22\frac{1}{2}$ per cent. A letter was immediately addressed to the general manager of the Nevada Northern Railway Company asking if that company was willing to make adjustments in accordance with the request of the Ely Commercial League asking for reductions on commodity rates amounting to $22\frac{1}{2}$ per cent. Under date of February 20, 1911, the defendant company advised that the matter of the Ely Commercial League's petition for a reduction in commodity rates was under consideration and that a definite statement of the company's action in the matter would be given at an early date. On March 3, 1911, a letter was received from the Ely Commercial League asking that complaint be withdrawn until some definite action by the Nevada Northern Railway was taken, when, if necessary, further complaints would be made.

No. 144—Switching Service on the Virginia and Truckee Railway at Reno, Nevada.

February 22, 1911. Complaint of the W. I. Mitchell Company against the Virginia and Truckee Railway, asking that the defendant company be compelled to switch cars to and from the W. I. Mitchell Company's switch in Reno, Nevada. On June 5, 1911, the commission notified complainant and defendant that the case had been set for formal hearing to take place June 10, 1911. On June 10, 1911, hearing of the case took place before the commission, appearance being made on behalf of complainant by Mr. J. S. Mitchell, and on behalf of defendant by Mr. A. M. Ardery, vice-president and general manager of the Virginia and Truckee Railway, and Mr. Frank Murphy acting as attorney.

On June 24, 1911, the commission entered its opinion and order dismissing the case, the opinion and order in full reading as follows.

OPINION AND ORDER

The complainant in this proceeding is a wholesale business firm located and doing business in the City of Reno, State of Nevada.

The defendant is a common-carrier railway corporation organized and doing business under the laws of the State of Nevada. Its main line extends from the City of Reno to Virginia City in the same State, a distance of about fifty-two miles, with a branch line some fifteen miles in length extending from Carson City, Nevada, to the Town of Minden in the same State. At Reno the defendant's road connects with the main line of the Southern Pacific Company, and between the two roads there is, at the point named, a general interchange of interline business.

At the Reno terminus of the defendant's line, and near the passenger station of the Southern Pacific Company, defendant has a private sidetrack upon which at times it places cars that are not in immediate use, in order that its regular passenger and freight trains may pass without interruption. This siding has never been used as a general delivery track, although for a time cars were occasionally spotted thereon for certain patrons of the road, including the complainant herein. But even this limited use of the siding for such purpose was discontinued several years ago, and for the reason that the defendant needed the track for its own private use.

Within a few feet of this siding complainant has erected a warehouse for the reception and storing of its freight, the warehouse having been erected subsequently to the construction of the siding.

The complainant asks that this commission make an order requiring defendant to switch cars of freight from the tracks of the Southern Pacific Company to the siding described, and spot cars at a point adjacent to complainant's warehouse, offering to pay a reasonable sum for the service. The freight so asked to be switched and delivered is interstate in character and the Southern Pacific Company is the final carrier upon which the obligation rests to make delivery. The Virginia and Truckee Railway has no part of the line haul, receives none of

the freight charges, and is not engaged in the work of switching cars for other roads, as a business separate and apart from its participation in an interline haul.

The commission feels constrained to deny complainant's request and dismiss the complaint, upon the ground that it has no jurisdiction.

In the first place, complainant's own testimony shows that the freight in question is strictly interstate in character, and the delivery of such freight is as much interstate commerce as is the line haul, because no transportation of freight is or can be complete without delivery. The delivery must be at a reasonably convenient place, and, if the place of delivery or the time and manner of delivery be not satisfactory, the general rule is that complaint should be made to the Interstate Commerce Commission against the final carrier, whose duty it is to deliver.

The foregoing general rule is well settled by the Supreme Court of the United States in the case of *McNeill v. Southern R. Co.*, 202 U. S. 543, et seq. In that case the Corporation Commission of North Carolina had ordered the Southern Railroad Company, upon payment of freight charges, to deliver certain cars of interstate freight on a private siding—a siding constructed partly by the railroad company and partly by the consignee of the freight.

Practically conceding, but without specifications, that in the exercise of police powers there are cases in which a state commission may make reasonable regulations with respect to the delivery of interstate freight, the court held clearly and strongly that such a commission could not make a valid order for the delivery of interstate freight beyond its right of way and upon a private siding; that, if such order was intended as an assumption of power to regulate such delivery in general, it was unconstitutional as an interference with interstate commerce, while if it was intended to be confined to a particular case, it was not only an attempt to regulate and burden interstate commerce, but also discriminatory in its nature, and for this reason again a violation of the United States Constitution. The case is sustained by numerous authorities, and a very full statement of the facts is given in the 134 Fed., beginning at page 82.

But to make the order asked for in this proceeding would be going much farther than the North Carolina Commission attempted to go in the *McNeill* case, referred to. Here, without making the final carrier a party to the proceeding at all, without any complaint against the Southern Pacific Company, in effect we are asked to compel another and separate road to make delivery by switching and spotting the cars upon a siding constructed and maintained by such road for its own private uses—uses entirely different from the delivery of freight. It is scarcely necessary to say that we can find no authority that would sustain us in making such an order. It would not only be open to the objections hereinbefore discussed, but to others as well.

It would be an attempt to compel the defendant herein, against its will, to engage in the business of switching and spotting cars for another road, the cars containing interstate freight in which the defendant has no interest whatever. If the freight were intrastate and consigned to some point on the Virginia and Truckee Railway, it cannot be doubted that this commission would have authority to order that road to join in the interline haul at just and reasonable rates, and deliver at a reasonably accessible place. But here there is no interline haul—the commission is merely asked to order one road to do a switching and spotting service for another, and we are not even advised that such other road desires or would consent to have the service rendered.

The distinction here made is very clearly recognized by the Ohio Railroad Commission in a case which it has recently decided. It is the case of *The Akron Gravel and Cement Company v. Baltimore and Ohio Railroad Company*, et al., and it is reported in full in the *Traffic World and Traffic Bulletin* of date June 10, 1911.

In the syllabus we find the following language:

When a railroad is paid its proportion of a joint transportation rate, or its local transportation rate, it is not in any sense throwing open its terminals to another carrier; but if it should take a car from a connection and place it upon its public delivery siding at a switching rate, it would be throwing open its terminals to another railroad, and it is under no obligations so to do.

The word "switch" distinctly contemplates a car movement from or to a connection within switching limits. * * * A transportation service is that which involves two terminal services; that is to say, the placing of a car for loading at the point of origin, and for unloading at the point of destination.

In the Ohio case the commission ordered the defendant railroads to join in an interline haul which was a short one—some two or three miles—at reasonable transportation rates, the final carrier to make delivery at some reasonably accessible place; but it distinctly and clearly emphasized the fact that it could not order one road to render a mere switching service to another road, and spot its cars even upon public delivery tracks. In this case we are asked to order the defendant to switch, and spot upon a private siding, cars from the Southern Pacific, and this for the benefit of a single business house, which, in addition to the other objections suggested, would present a clear case of discrimination, unless the order were made general, and the siding were thrown open to the use of all desiring delivery thereon.

The complaint must therefore be dismissed, and it is so ordered.

[Seal]

RAILROAD COMMISSION OF NEVADA,

By H. F. BARTINE, Chief Commissioner.

W. H. SIMMONS, Commissioner.

Dated June 24, 1911.

SEPARATE CONCURRING OPINION OF J. F. SHAUGHNESSY

I concur in the disposition of this case, but not in the conclusions on which it is based.

I agree that the shipments in question, upon which terminal switching service is desired, are interstate and remain so until final delivery is made.

While this commission is without direct jurisdiction, I cannot agree that this case should be dismissed for want of jurisdiction, because, if a cause of action had been established, it would, under section 21 of the Railroad Commission law, clearly be the duty of this commission to present the facts to the Virginia and Truckee Railway with a request to furnish such service as the commission might advise, and, if the same was not established within a reasonable time, it would then be our duty to apply to the Interstate Commerce Commission for relief.

For the purpose of making my opinion clear, I will assume that the W. I. Mitchell Grocery Company had constructed the necessary track facilities between its warehouse and a connection with the tracks of the Virginia and Truckee Railway, and the Virginia and Truckee Railway had agreed to or had been ordered, by the proper state or federal authority, to furnish necessary switching service, on carload shipments moving to and from said industry, at adequate compensation therefor. Under these conditions I hold that it would not be necessary to make the Southern Pacific Company a party to this cause of action in order to secure their participation in the interchange switching movement, and thus enable the Virginia and Truckee Railway to make final delivery to the private track of the W. I. Mitchell Company.

Rule 5 of the Car Service Rules of the American Railway Association, under which all of the railroads of the United States operate, provides that—

Cars shall be considered as having been delivered to a connecting railroad when placed upon the track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and to insure delivery, and accepted by the car inspector of the receiving road.

(a) Unless otherwise arranged between the roads concerned, the receiving roads shall be responsible for the cars, contents and per diem after receipt of the proper data for forwarding and to insure delivery and until they have been accepted by its inspector or returned to the delivering road.

Rule No. 4 provides as follows:

Cars received loaded in switching service must be confined to switching territory and when made empty must be returned to the owner if there is a direct connection within that territory, or otherwise to the road from which received, or the car may be loaded for delivery to a point upon the line from which received.

The Southern Pacific Company would, therefore, upon payment of freight charges and receipt of order, make delivery on the interchange track upon which the Southern Pacific Company and Virginia and Truckee Railway receive and deliver carload freight between their lines. The obligation would then rest upon the Virginia and Truckee Railway to make the final delivery to the Mitchell Company's industrial track.

The Southern Pacific Company would, in like manner (and incidentally does

so daily), receive carload shipments from the Virginia and Truckee Railway on the interchange track which they switch and place on their public delivery track, or upon industrial private tracks for final delivery, charging therefor an adequate rate for the switching service if the delivery is made to tracks of an industry. In this instance the Virginia and Truckee Railway takes unto itself the transportation charges, while the Southern Pacific Company is compensated by the switching charges if the shipments go to industrial tracks, or, if they are placed on team or public delivery tracks, the compensation is included within the monthly charge which the Virginia and Truckee Railway pays to the Southern Pacific Company for the terminal facilities and services which it furnishes.

It is true that the Southern Pacific Company may not be required to make delivery beyond its own right of way and onto an industrial track which connects with a foreign carrier and not with its tracks, but the Southern Pacific Company upon payment of transportation charges and receipt of regular order for interchange delivery cannot, under the car service rules, refuse to make delivery upon the interchange track for final delivery to an industrial track by a connecting carrier.

It is not enough to say that a properly constituted public authority cannot make a valid order requiring delivery of carload freight beyond a railroad company's right of way and upon the private tracks of industries, and especially is this true when it is considered that the railroads have fostered and built up their terminal switching business to a point where it now constitutes an important branch of their revenues.

As a business proposition every large carrier is anxious to have as many industries as possible locate on or near its line, the contract stipulating that connection and switching service is to be rendered by the carrier over the privately owned tracks of the said industries.

The industries who take advantage of such a location, often upon the solicitation of the railroad, and expend the money necessary for the construction and ownership of private sidings upon which to receive and forward their goods are certainly entitled to protection after having established and built up a substantial business upon the basis of said location and service. As competitors may, by locating on or near a railroad's right of way and providing the track facilities, take advantage of similar opportunities, I hold there is no discrimination in requiring a carrier to perform a switching service on equal terms to all who desire it. Terminal and interchange switching is an important branch of the business of all large railroads.

For example, the revenue accruing to the Southern Pacific Company from this source for the year ending June 30, 1910, was \$510,299.92. The revenues accruing to the railroads entering Chicago from this branch of the service must be enormous. Of course, at Chicago, New York, St. Louis, and other large cities the switching is largely done by terminal railroad companies, but the principal is the same as if it were performed by the individual lines entering those cities.

Will it be seriously contended that a railroad entering Chicago with a carload of freight for an industry located on the line of another carrier in Chicago, some fifteen or twenty miles from its terminal, may refuse to make delivery to the interchange track in order that the other carrier may make final delivery to the private tracks of the industry, or that the Interstate Commerce Commission, assuming that the traffic is interstate, would not have power to compel the railroad to make transfer to the connecting carrier for final delivery in the event of its refusal to do so?

Terminal switching is just as much a branch of the transportation business of the railroads of this country, especially at important commercial centers, as the freight, passenger, mail, baggage and express service, and in regard to the adequacy of the service rendered, and the reasonableness of the charges, it is equally as much within the control of the Interstate Commerce Commission and the state commissions as any of the other branches of service before mentioned. To hold otherwise means no regulation of this important branch of the service which is rendered for hire, covered by terminal tariffs on file with the Interstate Commerce Commission and the state commissions, and which, as before indicated, forms a substantial portion of the large carriers' revenues.

If it is held that a carrier may abrogate its obligation to furnish switching service to the private track of an industry at fair compensation therefor and, being a law unto itself, continues to furnish service to the private tracks of other indus-

tries, is it not the maximum of unjust discrimination? When properly presented will such practices be upheld and the corrective orders of the Railroad Commissions be denied by the courts? To state such a proposition is to answer it.

In consideration of the foregoing reasons, I am firmly of the opinion that if this commission proceeds regularly in a case over which it has direct jurisdiction, provides in its opinion and order for the receiving or switching carrier's responsibility for the cars, contents and per diem while in its possession, insures prompt return of cars either empty or under load to the home or delivering carrier, and prescribes an adequate compensation for the service, there can be no valid objection raised against the validity of such an order.

J. F. SHAUGHNESSY, *First Associate Commissioner.*

No. 145—Overcharge on Lumber Shipment, Truckee, Cal., to Winnemucca, Nevada.

March 2, 1911. Complaint of Mr. D. I. LaPoint against the Southern Pacific Company, alleging overcharge on shipment of lumber, forwarded from Truckee, Cal., to Winnemucca, Nevada, on January 25, 1907, upon which charges were assessed on the basis of \$4 per ton. On June 24, 1909, supplemental bill was rendered on this shipment raising the charges to \$6 per ton, complainant paying the additional \$2 per ton under protest, and the Southern Pacific Company agreeing to refund the \$2 per ton by securing permission from the Interstate Commerce Commission. Complainant asked that refund of \$2 per ton, or a total of \$30.30, be awarded.

Upon investigation it developed that this was one of the many shipments that moved during the period when the Southern Pacific Company's special freight tariffs were suspended on account of failure to reissue, and the rate on lumber from Truckee, Cal., to Winnemucca, Nevada, was raised from \$4 per ton to \$6 per ton on account of this suspension. Through order of the Interstate Commerce Commission the Southern Pacific Company was forced to collect on the higher rates and then submit all of the cases upon which the higher charges had been collected to the commission, which granted the company permission to refund the amounts of excess charges thus collected in most cases, provided they were submitted by the company within the statutory limit of two years from the date of shipment.

In the particular case under review the excess charge of \$2 per ton was not collected by the Southern Pacific Company until over two years after the shipment. The commission took the matter up with the Interstate Commerce Commission and Southern Pacific Company, taking the position that the cause of action in this case did not commence until the date upon which the excess charge was collected, namely, June 24, 1909, and that the Interstate Commerce Commission had full power to authorize refund up to and including June 24, 1911, when the statute of limitations would preclude any action.

The Interstate Commerce Commission ruled against the commission in this matter, however, stating that the cause of action accrued from the time of shipment and not from the date when the charges were collected, the rule having been laid down in the Blinn Lumber case. It was stated, however, that the Blinn case was being contested by complainants in the Commerce Court, and if that court ruled against the commission as to the date upon which the cause of action commenced, this particular case might be further considered, and refund allowed. Case is therefore still pending.

No. 146—Overcharge on Shipment of Lumber, Mohawk, Cal., to Coaldale, Nevada.

March 15, 1911. Complaint of the Verdi Lumber Company against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharge on shipment of lumber from Mohawk, Cal., to Coaldale, Nevada, in January, 1908, on which the through joint commodity rate was assessed while the combination of the Class B rate, Reno to Mina, plus the commodity rate, Mina to Coaldale, would have made a lower rate. Complainant quoted this commission's tariff ruling No. 4, wherein it is provided that the lowest combination of rates must govern regardless of the through rate. This shipment, having originated at Mohawk, Cal., on the Sierra Valleys Railway, consigned to Coaldale, on the Tonopah and Goldfield Railroad in Nevada, was interstate in character and under the jurisdiction of the Interstate Commerce Commission. Complainant was so advised in a letter dated March 23, 1911, and informed that at the time of shipment the Interstate Commerce Commission had a ruling in effect which compelled the charging of a through commodity or class rate regardless of the local combinations making lower rates, although the through rate being higher than the local combinations, it was prima facie unreasonable and unjust, and shippers might obtain refund by bringing formal proceedings before the Interstate Commerce Commission.

No. 147—Overcharge on Shipment of Windows and Doors, Goldfield to Verdi, Nevada.

March 15, 1911. Complaint of the Verdi Lumber Company against the Tonopah and Goldfield Railroad Company and Southern Pacific Company, alleging that on a shipment of doors and windows moving from Goldfield, Nevada, to Verdi, Nevada, in October, 1910, shipment weighing 39,850 pounds, charges were assessed on the basis of \$19.70 per ton, the Class B rate. Complainant asked that the rate of \$13 per ton applying on lumber in carload lots from Verdi to Goldfield, Nevada, be protected on this shipment. Upon investigation of the tariffs on file with the commission it was found that the rate of \$13 per ton could not be applied, as it was applicable from Verdi to Goldfield only, and not applying upon shipments of lumber moving in the opposite direction from Goldfield to Verdi. It was found, however, that a through rate of \$16.10 should have been applied, the rate being made up as follows:

Goldfield to Millers.....	\$2.00 per ton
Millers to Mina.....	7.40 per ton
Mina to Verdi.....	6.70 per ton
Through rate.....	\$16.10 per ton

Under date of March 16, 1911, the matter was taken up with the traffic manager of the Tonopah and Goldfield Railroad Company, asking that the charges on the shipment in question be adjusted to \$16.10 per ton, and complainants refunded the amount of \$71.74. On March 21, 1911, advice was received from the Tonopah and Goldfield Railroad Company that the adjustment had been made.

No. 148—Overcharge on Shipment of Lumber, Verdi to Millers, Nevada.

April 12, 1911. Complaint of the Verdi Lumber Company against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging that on a shipment of lumber from Verdi, Nevada, to

Millers, Nevada, on July 6, 1910, charges were assessed on the basis of 30,000 pounds minimum weight, while only 26,770 pounds had been loaded, the car being loaded to its full visible space capacity. Complainant asked that the matter be adjusted by having charges assessed on the actual weight of 26,770 pounds. The matter was referred to the freight traffic manager of the Southern Pacific Company advising him to protect the actual weight of shipment, as minimum weight could not be adhered to where car had been loaded to full space capacity and would not contain the minimum weight provided by tariff. Under date of May 31, 1911, the Southern Pacific Company advised that the actual scale weight of the shipment in question was 29,600 pounds, and that the claim of the Verdi Lumber Company had been adjusted on the basis of this actual weight. Complainants were advised as to the action taken by the defendant companies.

No. 149—Overcharge on Shipment of Lumber, Verdi to Eureka, Nevada.

April 13, 1911. Complaint of Verdi Lumber Company against Southern Pacific Company and Eureka and Palisade Railway Company, alleging overcharge on shipment of timbers from Verdi, Nevada, to Eureka, Nevada, upon which charges were assessed on the basis of \$9 per ton, being made up of \$4 per ton from Verdi to Palisade, and \$5 per ton from Palisade to Eureka. Complainants contend that rate of \$6.50 per ton should have been applied, made up of \$4 per ton, Verdi to Palisade, and \$2.50 per ton, Palisade to Eureka, and asked that adjustment be secured upon this basis.

Upon investigation it was found that the complainant's contention was based upon the rates named in the Eureka and Palisade Railway's local freight tariff which became effective January 1, 1906. The shipment in question moved from Verdi to Eureka in March, 1909, being consigned to the Nevada Development and Mining Company, and at that time the following rates were named in the local freight tariff above referred to:

Lumber, N.O.S., Palisade to Eureka.....	\$5.00 per ton
Lumber for mining purposes, Palisade to Eureka.....	2.70 per ton
Mining timbers, Palisade to Eureka	2.50 per ton

The rate of \$2.70 per ton on lumber for mining purposes, was named in the tariff proper, and the rate on mining timbers of \$2.50 per ton was named in a supplement to this tariff, but failed to supersede the \$2.70 per ton rate.

On May 10, 1911, a letter was addressed to the management of the Eureka and Palisade Railway Company asking for information regarding the manner in which these rates were applied at the time the tariff in question was in effect. The road's reply was to the effect that for the transportation of finished lumber, to whomsoever consigned, the rate applied from Palisade to Eureka was \$5 per ton, while the rates of \$2.70 and \$2.50 per ton applied on rough mining timbers only.

Complainant was so advised, the commission taking the position that any other interpretation of the matter would result in discrimination, for if the strict interpretation of the tariff was adhered to, a lumber dealer would have to pay freight charges on finished lumber on the basis of \$5 per ton, while mining companies would only have to pay \$2.70 per ton on the same product. Case closed July 25, 1911.

No. 150—Collection of Undercharge on Shipment of Powder, Reno to Lovelock, Nevada.

April 21, 1911. Complaint of the Nevada United Mining Company against the Southern Pacific Company, alleging that the defendant company was attempting to force payment of a claimed undercharge on a shipment of powder moving from Reno to Lovelock, Nevada, June 23, 1907, upon which charges were assessed at the rate of \$1.02 per cwt., being based on the maximum rate of 20 cents per ton per mile. Freight bill was later rendered assessing charges on the basis of double first class, or \$1.69 per cwt., shippers refusing to pay the difference, amounting to \$40.20.

Upon investigation the commission found that the law of 1865, providing a maximum rate of 20 cents per ton a mile, was still in effect when this shipment was made, and advised complainants to refuse payment of the claimed undercharge. Letters were interchanged with attorney of the defendant company in regard to this complaint. He took issue with the commission upon its position in the matter, and no definite agreement was reached. Nothing having been heard from complainants, it is believed that the company has taken no further action toward forcing payment of the claimed undercharge.

No. 151—Express Rates on Milk and Cream.

April 28, 1911. Complaint of the Reno Creamery Company against Wells, Fargo & Company's Express. This was a formal complaint filed covering the same grounds as Case No. 131, which was settled informally. and on June 10, 1911, the formal complaint was withdrawn, a satisfactory adjustment having been made. (See Case 131.)

No. 152—Excess Baggage Rates, Battle Mountain to Austin, Nevada.

June 8, 1911. Complaint of the Traffic Bureau of the San Francisco Merchants Exchange against the Nevada Central Railroad Company, alleging that on February 15, 1911, the defendant company placed in effect an excess baggage rate between Battle Mountain and Austin, Nevada, of \$1.50 per cwt., while prior to that date the rate had been 50 cents per cwt. Complainant asked that the old rate of 50 cents per cwt. be reestablished.

Upon investigation it was found that practically all of the railroads operating in the State of Nevada had established the precedent of naming excess baggage rates on the basis of 16 $\frac{2}{3}$ per cent per cwt. of the one-way passenger fare, and that the Nevada Central Railroad in raising the rate to \$1.50 per cwt. had conformed to this practice. Complainants were informed of the above fact and advised that the company was unwilling to reestablish the 50 cents per cwt. rate, and that, therefore, no further action could be taken by the commission unless formal complaint was filed. Case closed July 25, 1911.

No. 153—Overcharge on Shipment of Cereals, Reno to Thorne, Nevada.

June 17, 1911. Complaint of the Nevada Freight Claim Bureau against the Southern Pacific Company, alleging overcharge on shipments of cereals mixed with a carload of flour, Reno to Thorne. Action was withheld in this case pending determination of Case No. 132, the two cases involving the same questions.

No. 154—Flour Rates From Lovelock, Nevada, to Other Southern Pacific Points in Nevada.

June 19, 1911. Complaint of Heitman & Company against the Southern Pacific Company, alleging excessive and unreasonable rates on flour, grain and hay into and out of Lovelock, Nevada, and asking that reasonable rates be secured.

Upon investigation of the rates in question, it was found that in so far as the rates from eastern points into Lovelock, Nevada, were concerned no action could be taken by the commission, as the matter had already been laid before the Interstate Commerce Commission in the "Reno Rate Case," and the decision of that commission upon the commodity rates from eastern points into Nevada would dispose of the complaint in this particular case.

Further it was found that the tariffs naming rates on grain and flour in less than carload lots, out of Lovelock, Nevada, to points in Nevada south of Hazen, were in error, as the rates named exceeded certain combinations of rates based on Dayton, Nevada. As an example, the rate from Lovelock to Dayton was 25 cents per cwt., while the fourth-class rate being charged for grain from Lovelock to Hazen was 30 cents per cwt. Hazen, being intermediate to Dayton, the rate of 25 cents per cwt. should not have been exceeded, but through error in the tariffs the defendant company had been overcharging on all shipments of this nature. Errors of this kind were being made on all shipments from Lovelock and Reno to such points as Churchill, Wabuska, Thorne, and Mina, the 25-cent rate above referred to being a basis for all rates to Churchill and points south and in addition Hazen and Fallon. Under date of August 29, 1911, the Southern Pacific Company's attention was called to the matter and effective October 30, 1911, the tariffs were readjusted, reducing the rates on flour and grain, less than carload, from Lovelock, Kodak and Reno to the points named, the reductions amounting to from \$1.30 to \$4.60 per ton.

On September 8, 1911, complainants were notified of the adjustments and advised that if the rate situation was not satisfactory the commission would entertain a formal complaint. Up to the time of closing this report nothing further has been heard from complainant, and it is assumed that the adjustment was satisfactory.

No. 155—Passenger Rates on the Southern Pacific Company in Nevada.

June 19, 1911. This case was taken up by the commission on its own motion and the Southern Pacific Company was cited to appear before the commission on July 12, 1911, and show cause why its Nevada intrastate passenger fares on the main line and Nevada and California Railway branch should not be reduced.

On July 12, 1911, the defendant company appeared before the commission, being represented by its attorney Mr. G. D. Squires, and Mr. C. B. Sealy of the passenger traffic manager's office, and asked that the hearing of this case be postponed until September 13, 1911, owing to the absence of the passenger traffic officials of the company on important business in the east. Postponement was granted by the commission.

On August 30, 1911, request was received from the passenger traffic manager of the company asking further continuance of the case to

October 25, 1911. The continuance was allowed by the commission, and date of hearing set for October 25, 1911.

On September 29, 1911, application was received from the Western Pacific Railway Company for permission to intervene in the case, which was granted by the commission on the same date.

The case was heard by the commission on October 25, 1911, appearances being made on behalf of the Southern Pacific Company by Mr. G. D. Squires, general attorney, C. S. Fee, passenger traffic manager, and F. S. Howard, rate clerk; and on behalf of the interveners, the Western Pacific Railway Company, by A. P. Matthew, as counsel, and G. F. Herr, general passenger agent. Testimony was taken in behalf of both defendant and intervener. At the close of the hearing time was allowed both parties in which to file briefs. Case was finally submitted on briefs December 20, 1911, and is still pending further investigation by the commission before decision is rendered.

No. 156—Demurrage Charges on Lumber at Verdi, Nevada.

June 24, 1911. Complaint of the Verdi Lumber Company against the Pacific Car Demurrage Bureau, alleging unjust assessment of \$5 demurrage charges on two carloads of lumber held overtime at Verdi, Nevada, because of dispute as to proper rate to apply on the same, Boca, Cal., to Verdi, Nevada. Complainant contends that it was on the question of the rate dispute and that therefore no demurrage charges should have been assessed.

Upon thorough investigation by the commission it was found that the \$5 demurrage charge accrued as the result of a dispute between the complainant and the Southern Pacific Company as to what was the correct charge to assess on the two carloads of lumber from Boca, Cal., to Verdi, Nevada, complainant claiming rate of 25 cents per ton to be correct, the Southern Pacific claiming rate of 50 cents per ton. It was further found that the 25 cents per ton rate was a milling in transit rate, the benefit of which could be obtained only upon furnishing satisfactory proof to the company that after being milled the lumber was reshipped over the lines of the Southern Pacific Company, and it was the duty of the agent of the company at Verdi to collect a rate of 50 cents per ton, and after the lumber had been milled, reshipped and satisfactory proof furnished that it was the same lumber being reshipped after milling, to refund to shippers the amount of 25 cents per ton upon claim being made.

The commission decided that the 50 cents per ton rate was the correct rate to be assessed in the first instance and that complainants were fully protected in the matter of receiving the benefit of the 25 cents per ton rate after the lumber had been milled and reshipped; that the demurrage charge of \$5 had been correctly assessed, as the cars should have been released and the 50-cent rate paid. Case was therefore dismissed on November 1, 1911.

No. 157—Telephone Rates and Service in Reno, Nevada.

June 26, 1911. Following a complaint by O. H. Mack, the commission commenced proceedings on its own motion, citing the Pacific Telephone and Telegraph Company to appear before it in the City of Reno, Nevada, on August 15, 1911, when an investigation of the rates and services complained of would be held.

On August 15, 1911, investigation of this matter was held by the commission in Reno, Nevada. Appearances were made by O. H. Mack for

complainant and by H. D. Pillsbury, counsel, and J. P. Noble, Mr. Allsop and L. M. Brown, for defendant. Testimony was taken in behalf of complainant and defendant, and at the close of the investigation the defendant company was called upon by the commission to furnish certain data regarding its earnings, value of its plant in Reno, and the service in that city, which would give the commission fuller light upon the questions under investigation.

Upon request of Mr. H. L. Thomas, superintendent of the Utah, Nevada and Idaho Telephone Company, the question of the establishment of joint telephone rates between the Pacific Telephone and Telegraph Company and the Utah, Nevada and Idaho Telephone Company was taken up at this hearing.

At the time of closing this report the case is still pending further careful investigation.

In the matter of joint telephone rates between the Pacific Telephone and Telegraph Company and the Utah, Nevada and Idaho Telephone Company action has been withheld awaiting a satisfactory adjustment by the two companies which has been promised and is now being negotiated by the officials of the same. When adjusted, joint rates will be established by the two companies between Fallon, Nevada, and points east of Lovelock, Nevada, on the line of the Utah, Nevada and Idaho Company, and all points on the Pacific Telephone and Telegraph Company, making a reduction in the rates at present in effect.

No. 158—Rate Assessed on Shipment of Lumber Diverted from Winnemucca to Palisade, Nevada.

July 8, 1911. Application of the Verdi Lumber Company, asking that the Southern Pacific Company be authorized to protect the through rate of \$4 per ton on shipment of lumber, at first consigned to Winnemucca, Nevada, and afterwards diverted to Palisade, Nevada, rates having been charged on the basis of \$4 per ton from Verdi to Winnemucca, plus \$4.25 per ton Winnemucca to Palisade, shippers having failed to re-consign shipment within the 96-hour limit after arriving at first destination, as provided in the terminal tariff of the Southern Pacific Company.

After careful investigation the commission found that the complainant was not entitled to refund owing to failure to re-consign the shipment within the 96 hours as provided by legally published tariffs and that in the interest of uniformity the commission could not allow refunds to be made in cases where rules of this nature were not complied with. Complainant was so notified on July 25, 1911.

It was found, however, that the rates charged should not have exceeded the combination of \$4 per ton, Verdi to Winnemucca, plus \$4 per ton, Winnemucca to Palisade, making a through rate of \$8 per ton against \$8.25 per ton as charged, this being based on the fact that the through rate from Verdi to Palisade was \$4 per ton, and should not have been exceeded from Winnemucca. This was taken up with the Southern Pacific Company for adjustment.

No. 159—Rate on Old Iron Pipe, Blair to Mound House, Nevada.

July 25, 1911. Application of W. G. Douglass, asking that a reasonable rate on old iron pipe in carloads be established over the lines of the Silver Peak Railroad, Tonopah and Goldfield Railroad and Southern Pacific Company, from Blair, Nevada, to Mound House, Nevada.

Upon investigation it was found that the rate then in effect on old iron pipe, Blair to Mound House, was \$10.60 per ton, which complainant alleged was prohibitive. Further, it was found that there was then in effect, on the same commodity, Blair to Wabuska, a rate of \$6.40 per ton. By taking a mileage pro rata of the rate Blair to Wabuska, the rate, Blair to Mound House, amounted to \$8 per ton. The commission therefore requested the several railroads interested in the haul to establish a rate of \$8 per ton on old iron pipe, minimum weight 30,000 pounds, Blair to Mound House, Nevada, and, as requested, the rate was published effective August 2, 1911.

No. 160—Station Facilities at Coaldale, Nevada.

July 26, 1911. Complaint of Felix Redlich against the Tonopah and Goldfield Railroad Company, alleging inadequate station facilities at Coaldale, Nevada, and asking that an agency be established at that point.

Upon investigation of this matter it was found that the total revenues accruing to the Tonopah and Goldfield Railroad Company from its Coaldale station, on both freight and passenger business, received and forwarded, amounted to only \$2,192.87 during the year ending June 30, 1911, while the expense of maintaining an agent at that point would amount to \$1,620 per year, in addition to which would have to be added the customary expense of stationery, supplies, fuel, lights, etc., which would leave little or no revenue, and, when the cost of transporting the traffic was added, would leave a large deficit on the station.

It was further found that the defendant company was affording shippers warehouse facilities, loading and unloading less than carload freight and also had a public telephone at the Coaldale warehouse for the convenience of shippers in ordering cars which were promptly furnished by the company.

In view of all the circumstances, case was dismissed on August 29, 1911, complainant being asked to notify the commission if there were any additional arrangements that could be made for the benefit of shippers in which the service could be improved as a nonagency station.

No. 161—Switching Charges on Montana-Tonopah Mining Company's Spur in Tonopah, Nevada.

August 2, 1911. Complaint of the Halifax-Tonopah Mining Company against the Tonopah and Goldfield Railroad Company, alleging that a switching charge of \$5 per car was about to be established by the defendant company for the transportation of freight from the Tonopah freight yards to the end of the Montana-Tonopah Mining Company's spur for the complainant, and asking the commission to refuse to allow the Tonopah and Goldfield Railroad Company to establish the rate complained of.

A letter was addressed to complainant on August 2, 1911, advising that there was no record of the rate complained of, and that when the Tonopah and Goldfield Railroad Company did file tariffs naming such rate, the same would not be effective for thirty days and that there would be ample time in which to make formal complaint and be heard by the commission.

On August 12, 1911, complainant was advised that the \$5 switching rate had been published by the Tonopah and Goldfield Railroad Company to become effective September 10, 1911, and that the commission would entertain a formal complaint, upon receipt of which date would

be set for formal hearing. No reply was received to this communication.

No. 162—Relative to Ownership of Certain Saline Lands in Churchill County, Nevada.

August 31, 1911. Complaint of Walter Schmidt against the Southern Pacific Company, alleging that the defendant company was attempting to collect rent for lease of land from complainant, the land being owned by him and not by the Southern Pacific Company, while the company claimed that it had a patent on the land occupied by the complainant. The commission was asked to settle the matter. Complainant was advised that the question was one over which the commission had absolutely no jurisdiction, it being a matter to be settled by the courts. The commission, however, did as much as it was possible for it to do, by taking the question up with the Southern Pacific Company's land commissioner, and referring complainant to a competent attorney who could act for him in such manner as might be considered advisable.

No. 163—Refund on Unused Ticket, Amargosa to Goldfield, Nevada.

November 30, 1911. Complaint of A. J. Nafe, ticket agent of the Tonopah and Goldfield Railroad and Tonopah and Tidewater Railroad Companies at Goldfield, Nevada, against the Las Vegas and Tonopah Railroad Company, alleging that he had refunded the sum of \$7.10 to a party presenting an unused Las Vegas and Tonopah Railroad ticket, Amargosa to Goldfield, Nevada, and that the defendant company has refused to reimburse him for the amount. The commission was asked to secure refund from the Las Vegas and Tonopah Railroad to the amount of \$7.10.

Upon investigation it developed that the Las Vegas and Tonopah Railroad had sufficient evidence to prove that the party purchasing the ticket in question had traveled on the train from Amargosa to Goldfield on the day the ticket was sold, but that the conductor had failed to lift the ticket, and the party had secured refund from complainant immediately upon arriving at Goldfield. The commission took the position that this was a matter of settlement between the Las Vegas and Tonopah Railroad and the agent of another company, and advised the defendant company that it could make refund to complainant if it so desired, complainant being notified of the position taken by the commission.

No. 163½—Rates on Hides and Junk between Nevada Points.

September 12, 1911. Complaint of the Elko Hide and Junk Company against the Southern Pacific Company, alleging unreasonable and excessive rates on less than carload lots of hides and junk between Nevada points.

The commission carried on considerable correspondence on this subject and under date of September 16, 1911, was advised by complainant that the matter had only been laid before the commission in a tentative way, as it had been taken up directly with the Southern Pacific Company and Western Pacific Railway Company officials with a view to securing a rate of 25 cents per cwt. on less than carload lots of hides and junk from all points in Nevada to Elko, Nevada, and that the action of the two companies would govern them in the matter of filing a formal complaint.

Complainant was advised that a formal complaint would be entertained whenever it might be received.

No. 164—Refund on One-Way Ticket Purchased, Reno, Nevada, to Bellaire, Ohio.

December 27, 1911. Complaint of Mrs. Katherine Boneysteel against the Southern Pacific Company, asking for refund on one-way ticket purchased from Reno, Nevada, to Bellaire, Ohio, because of being unable to travel on return trip portion of round-trip ticket sold from Bellaire, Ohio, to San Francisco, Cal., and return, within the time limit of the last ticket named.

Upon first investigation it was understood by the commission that complainant was unable to travel within the time limit of the round-trip ticket on account of her own illness, and that a doctor's certificate had been filed with the defendant company to that effect, in which case the time limit of the ticket should undoubtedly have been extended according to tariffs on file with the Interstate Commerce Commission. It developed, however, that the doctor's certificate was to the effect that she was unable to travel within the time limit of the ticket referred to on account of the serious illness of her daughter. In view of the facts that her daughter had not been traveling with her, and that a certificate of her own illness had not been furnished the company, no refund could be made in this case.

THE FOURTH SECTION HEARING**Case No. 39.**

Subsequent to the close of the commission's last annual report a further hearing on commodity rates from eastern defined territory to all main-line Nevada points was held at Reno, February 27, 1911, before Examiner Vassault of the Interstate Commerce Commission, in the now widely known "Reno Rate Case."

Following the hearing at Reno, Attorney-General Cleveland H. Baker, counsel for the Railroad Commission of Nevada, Chief Commissioner H. F. Bartine and Commissioner J. F. Shaughnessy appeared before the Interstate Commerce Commission, sitting en banc, at Washington, D. C., March 20, 1911, and argued the case.

Following the close of the argument in the Reno, Spokane, Salt Lake City and Phoenix rate cases, which were all heard from March 20th to 22d, inclusive, the Interstate Commerce Commission held a session and heard arguments on applications of the transcontinental carriers for exemption from the provisions of section 4 of the act to regulate commerce, as amended June 18, 1910.

As the cases before mentioned, which were largely made up on the question as to whether or not Pacific coast terminal rates if applied at interior main-line points would be reasonable per se (especially was this true in the Reno case), involved identically the same question which had to be determined in the fourth section, or long-and-short-haul cases, before the Interstate Commerce Commission could authorize exemption—water and rail competition at the Pacific coast terminals to the contrary notwithstanding—it was stipulated that the testimony and arguments in said cases should be considered as of record in the fourth section cases.

From March 23d to April 1st, the period over which this hearing extended, the time, with the exception of two days spent in arguments, was largely consumed by the railroads and their allies (representatives of the Pacific coast jobbers and the American-Hawaiian Steamship Company), encumbering the record with a mass of ancient history regarding

ocean competition, its effect upon the rate situation and how finally the railroads were even now meeting certain water competition from the Atlantic coast and Europe, but not a scrap of testimony was offered to show that the said Pacific coast terminal rates were less than fairly compensatory. Nor was there any evidence submitted to offset the conclusive proof made by complainants in the Reno rate case that said Pacific coast terminal rates if applied at main-line Nevada points would, in fact, be more than a fair compensation.

The showing made as to ocean competition and its present effect on the transcontinental rate situation, or for that matter, since 1904, was a farce pure and simple. The only thing that can be said in favor of the Pacific coast terminal rate situation is that San Francisco and other Pacific coast points have been nourished and built up on this preferential basing point system of rate-making.

The hearing proved conclusively that the only potential ocean carriers in the trade from Atlantic to Pacific coast points are the American-Hawaiian Steamship Company and the Pacific Mail Company.

With reference to the American-Hawaiian Steamship Company it developed on cross-examination of its Traffic Manager Jackson (who it may be said was the strongest railroad witness that was placed upon the stand by the railroads) that the said steamship company went into the business because they had a very large annual tonnage of sugar to carry from the Hawaiian Islands to New York, and that, in so far as the business between Atlantic and Pacific coast points was concerned, it would not justify the expenditure they had made in ships, docks, etc. This line of steamships is operated in conjunction with the Tehuantepec Railroad and in its business and rate-making policy is largely influenced, if not in fact controlled, by the transcontinental carriers. In support of this theory attention need only be directed to the fact that following the action of the transcontinental carriers when they increased their rates to Pacific coast terminals in 1904, and again in 1909 the American-Hawaiian Steamship Company took similar action by increasing their rates in the same ratio. It was even admitted by one of the chief traffic officials of the Southern Pacific Company that the water carriers, instead of controlling the rail rates, actually based the water rates upon those fixed by the railroads.

As to real, thoroughgoing competition of the Pacific Mail Company little, if anything, need be said. It is sufficient to observe that this line is owned by the Southern Pacific Company, and is, therefore, not in active competition with its owner's rail lines. It operates between Pacific coast United States points and Panama, connecting with the Panama Railroad, and thereby does valiant service in keeping out of the field active competitors who might otherwise enter the business.

It was proved conclusively in the Reno rate case, by a check of the ship's manifests taken from the United States Custom House at San Francisco, that the ocean-carried tonnage from Atlantic coast to Pacific coast points did not exceed 5 per cent of the rail tonnage reaching Pacific coast terminals in 1908, while for 1910 it was less than 8 per cent.

The Southern Pacific Company also owns a line of steamships on the Atlantic Ocean known as the Atlantic Steamship Company. This line operates between New York City and New Orleans and Galveston, where it connects with the Southern Pacific Company's Sunset rail line, reach-

ing points not alone on the Pacific coast, but all interior points tributary to the Pacific coast as well.

It is, therefore, obvious to any one that the Southern Pacific Company, and through that company other transcontinental carriers, are fully protected in the matter of ocean competition both on the Atlantic and Pacific Oceans, and, as demonstrated in the past to the lasting sorrow of enterprising competitors, they are in a position to dictate the extent of ocean competition. It is idle, in fact a waste of words, to say, under the circumstances, that ocean competition amounting to 5 per cent or even 10 per cent of the rail tonnage is a factor sufficient to influence the Pacific coast terminal rate to such an extent that they are less than fairly compensatory. This is the point which the railroads carefully avoided, not alone in the fourth section case, but in all of the hearings before the Interstate Commerce Commission in the several intermountain rate cases.

As the ocean carriers are largely dependent upon the Pacific coast jobbers for business and as the jobbers are in turn dependent upon the rail carriers for interior distribution, they are not anxious to seriously antagonize the rail carriers, and this is seen to be especially true when it is considered that in case of a serious rate war the Southern Pacific Company is in a position, by its steamship line from New York to Galveston and its rail line from Galveston to all of the Pacific Coast jobbers' distributing territory in Arizona, Nevada, Utah, Idaho, eastern California, Oregon and Washington, to name rates direct from New York to said distributing territory points which the jobbers could not profitably meet by a combination of the ocean rates with the local rail rates to interior points in those States.

In a contest of this nature the coast merchants would lose so heavily in the distributing trade, upon which their existence largely depends, that there is very little, if any, prospect of their ever again provoking such a controversy.

To prove that the foregoing is a vital factor with the jobbers who control largely the volume of tonnage which moves by ocean in competition with the rail lines, attention need only be directed to the year 1892 when the Pacific coast merchants were aroused to activity by an increase in the Pacific coast terminal rates and established an ocean steamship line of their own. The Southern Pacific Company's steamship and rail lines reduced rates and the contest continued for approximately two years. At the expiration of that time the merchants' steamship line was, as an effective competitor, practically destroyed, and the merchants had lost several million dollars. A compromise was then effected which has since resulted in a satisfactory and harmonious understanding. In fact, it has seemingly proved so satisfactory that the advent of the American-Hawaiian Steamship Company into the ocean transportation business between Atlantic and Pacific coast points in 1900, and the purchase of the Pacific Mail Steamship Company by the Southern Pacific Company in the same year—since which time these two boat lines have been the only water competitors worthy of note—have had no controlling competitive effect upon the transcontinental rail rates. Instead the reverse has proved true—the transcontinental carriers increasing their rates in 1904 and again in 1909, and, as evidence of perfect harmony and understanding between all concerned, the American-Hawaiian Steamship Company and the Pacific Mail Steamship Company increased their rates in like proportion.

In support of the foregoing and as indicating the absolute unwillingness on the part of the San Francisco merchants to further antagonize the Southern Pacific Company in the matter of transcontinental rates—even though possible through the medium of the United States Government—attention is directed to the report of Hon. Joseph L. Bristow—then Special Panama Railroad Commissioner, now United States Senator from Kansas—in 1905, and supplemented in 1908, to Hon. Wm. H. Taft, then Secretary of War.

This report is highly significant of the attitude of San Francisco, indicating, as it does, either fear of the Southern Pacific Company by the merchants, or satisfied subserviency—possibly both—in shaping their answers to numerous queries, both oral and documentary, propounded by Senator Bristow as to the expediency of establishing a government-owned and operated line of steamships on the Pacific Ocean to connect with the Panama Railroad and its line of steamers on the Atlantic Ocean, thus forming an independent and forceful ocean competition between all Atlantic and Pacific coast territory north of Panama.

Senator Bristow's report on the attitude of San Francisco speaks more forcefully than any statement this commission can make, and is as follows:

San Francisco is deeply interested in any movement that will increase her transportation facilities. In endeavoring to ascertain the wishes and the judgment of her citizens on the subject of improved transportation by the way of Panama upon my former investigation, I was frequently brought in contact with conflicting interests. Some men stoutly asserted that the Pacific Mail was giving fine service, while others denounced it vehemently. A number of business men and shippers called upon me privately and complained against the inadequacy of the Pacific Mail service. They declared that the steamship company was controlled by the transcontinental railroads, and that its rates were fixed with a view of discouraging shipment by the way of Panama. Statements were submitted to me with a request that they be not published, and a number of the men who furnished the information asked that they be protected from any publicity in regard to the matter. These requests came from men in control of important commercial and industrial enterprises; and yet in public and private gatherings, where all interests were represented, some of these same men openly praised the Pacific Mail and stated that they did not want the Government to do anything that would impair the efficiency of its service.

I inquired privately as to the reasons for the inconsistent attitude of these gentlemen, and was advised that the Pacific Mail Steamship Company and the purchasing department for the Southern Pacific Railway were practically under the same management, and that very large quantities of supplies were purchased for the steamship company and for railways, and that there were business men in San Francisco who would openly say nothing that would offend the officers of these companies, fearing that their so doing would interfere with the securing of desirable contracts. It was further added that the tremendous power in transportation matters which this combination of steamship and railway management held over the fortunes of San Francisco shippers would tend to make them timid in expressing in public any views that would be displeasing to either company. On the other hand, it was asserted that those who denounced the Pacific Mail were either prejudiced against corporations or had personal grievances against the railroad or steamship line.

From the report of the Chamber of Commerce, prepared by its harbor and shipping committee, and from information given by other members of the Chamber of Commerce, it appears that the same controversial condition exists there at this time.

Complaint is made that the report of the committee does not clearly set forth the views of a majority of the large shippers of San Francisco. The committee, however, seems to have covered all phases of the situation.

On page 13 of that report, at the conclusion of a paragraph, it declares: "We do not favor a Government service." In closing its report, on page 18, the committee says: "As a matter of fact, the steamship service between San Francisco

and Panama during the last twenty years or more has been so completely under the control of the transcontinental railroads that there has been no effort whatever put forth to foster and build up the sea service. This explains completely why the shipping service by sea has not been improved, and San Francisco merchants, both importers and exporters, have looked forward with some anxiety to such time as these restrictions could be removed."

This committee seems to be very much concerned about the commerce and the shipping facilities between San Francisco and the ports on the west coast of Mexico and Central America. There is a very important commerce developing between San Francisco and these ports. The bulk of the tonnage of the Pacific Mail's Panama line consists of this commerce.

This is illustrated by the following cargo summary of the steamship Peru, which sailed from San Francisco recently:

TO	VALUES
Central America.....	\$64,530
Mexico	11,091
Panama	2,794
Jamaica	122
Holland	1,225
Germany	6,581
Colombia	295
New York.....	5,712
Total.....	\$92,350

From the report of the committee of the Chamber of Commerce, I infer that it fears if the Panama Railroad puts a line of steamers to run between San Francisco and Panama the Pacific Mail will take off its line and San Francisco will be deprived of the transportation facilities that now exist between that port and the ports of Mexico and Central America, except that furnished by the Kosmos, a German line which makes all these ports. San Francisco is the only city on the Pacific coast at which the Pacific Mail steamship line calls. It is a very important enterprise for that city and, many of her citizens have a great interest in its fortunes.

Following the purchase of the Panama Railroad and its line of steamers on the Atlantic Ocean by the Government, to be used in aid of the construction of the Panama Canal, President Roosevelt, in 1905, appointed the Hon. Jos. L. Bristow Special Panama Railroad Commissioner, and ordered that an exhaustive investigation of transportation conditions be made with the following object in view. We quote from page 9 of the Bristow supplemental report:

The question for consideration is, therefore, are the conditions such as to justify the Canal Commission in purchasing additional ships and extending the Panama Railroad Steamship line from Ancon, the American port at Panama, to Pacific coast ports of the United States?

If justified, it must be for the following reasons:

First—To furnish facilities for promptly and cheaply transporting canal supplies, employees, and materials from the Pacific coast to the Isthmus.

Second—For keeping open and improving the Isthmian route of commerce, which has existed for fifty years.

Third—For procuring cargo for the Panama Railroad steamships homeward bound from Colon.

Senator Bristow's report was rendered to the Secretary of War in 1905, and after further investigation a supplemental report was made January 20, 1908, recommending the purchase and operation, by the Government, of a line of steamers on the Pacific Ocean between Panama and all coast points north thereof. No action has thus far been taken, nor is there any prospect that the Government will ever establish such a line in the future.

On the other hand, however, the Pacific Mail Steamship Company preparatory to the opening of the Panama Canal, by its recent author-

ization of an expenditure of \$11,000,000 for new steamers to operate between Atlantic and Pacific coast territory, demonstrates beyond question that the Southern Pacific Company is preparing to meet all requirements—with particular reference to future mail contracts and the maintenance of rates at a point which will prevent ruinous competition with the transcontinental railroads.

When the Southern Pacific Company's investment in ocean transportation, consisting as it does of the Pacific Mail Steamship Company, capitalized for \$20,000,000, with an expenditure exceeding \$12,000,000 in steamers, docks, and other property at the present time, and the proposed expenditure of \$11,000,000 for new steamers, plus an investment of approximately \$10,000,000 in the Atlantic Steamship Company, or a total expenditure exceeding \$30,000,000 is considered, it is apparent that the said company will be much more strongly entrenched after the opening of the canal than it is now, and the widely heralded relief promised through the medium of the wonderfully improved waterway will not materialize in so far as commerce between domestic points is concerned.

When it is remembered that under the laws of the United States foreign steamship companies cannot participate in the transportation of domestic commerce, and that, in order to establish an effective competing line an investment of \$20,000,000 or \$30,000,000 will be necessary, there is little, if any, prospect that capital will ever be available for such a hazardous enterprise as this must necessarily prove to be.

In view of these circumstances it must be evident to any one that the said competition is not of such a nature as to be a controlling factor in fixing the rail rates to the Pacific coast at a point where they are below a fair compensation, and this being true, if said Pacific coast terminal rates were applied at the interior or shorter distance points they must be more than fully compensatory.

The railroads, while maintaining that Pacific terminal rates, by reason of the force of water competition, are less than fairly compensatory, failed to make any showing whatever as to how much less than fully compensatory they were at Pacific coast terminals, and, what was of still greater importance, failed absolutely to make a counter showing to that made by the complainants in the Reno rate case that Pacific coast terminal rates if applied at main-line Nevada points would be more than fully compensatory.

It is plain, therefore, that the railroads did not make a case in the hearing before the Interstate Commerce Commission which would justify any exemption whatever from the operation of the fourth section. This was the position taken by Chief Commissioner Bartine in his argument before the Interstate Commerce Commission in said case after the evidence had all been submitted.

Following the oral argument these views and the legal interpretation of the fourth section were further exemplified in a brief by Attorney-General Cleveland H. Baker and Chief Commissioner Bartine, which is hereinafter reproduced.

The question of fact contained in the record of the Reno rate case, and showing specifically the compensatory character of the Pacific coast terminal rates, if applied at main-line Nevada points, was covered in a brief by Commissioner Shaughnessy, which is also hereinafter reproduced.

BEFORE THE INTERSTATE COMMERCE COMMISSION

In the Matter of the Application of Certain Railroads Represented by R. H. Countiss To Be Relieved from the Operation of the Long-and-Short-Haul Provision Contained in Section 4 of the Interstate Commerce Act, as Amended June 18, 1910.

BRIEF OF RAILROAD COMMISSION OF NEVADA

Statement

Pursuant to the order of the commission made at the close of the argument upon the fourth section of the Interstate Commerce Act, the Railroad Commission of Nevada herewith presents its views upon the proper interpretation of the section referred to and especially with respect to its bearing upon the pending applications for relief from its operation. The questions here involved were very completely covered in the Reno, Spokane, Salt Lake and Phoenix cases. All of these cases have been exhaustively discussed, both orally and by brief. Naturally, the Nevada Commission is more familiar with the Reno case than with the others, and the figures herein set forth are, in the main, taken from the testimony given in that case. It is believed, though, that these figures will, in a general way, illustrate the whole question now passing under review. We shall first take up the matter of the legal interpretation to be given to the section.

What Does the Section Mean?

The original section provided that it should be unlawful to charge more for a shorter than for a longer haul, etc., "under substantially similar circumstances and conditions." In the section as amended the words "under substantially similar circumstances and conditions" are omitted, and our first question is what is the effect of the omission?

The Original Section

In our judgment, had the original section been fairly construed and acted upon, the omission of the words quoted would not have made any change in the meaning of the section. But the carriers interpreted the clause to mean that they could make the charge declared to be unlawful, and, when it was challenged as being discriminatory, defend the charge by showing a dissimilarity of conditions. The effect of this was to make the provision for application to the commission for relief in special cases a dead letter.

Obviously, if the carrier could decide for itself that the conditions were dissimilar, make the prohibited charge upon its own initiative, and then, when the charge was attacked, defend it upon the ground of dissimilar conditions, there was no use of an application to the Interstate Commerce Commission for relief, and the commission was deprived of all opportunity to prescribe the extent of the relief to be granted.

It is a fundamental rule of statutory construction that a law shall be so construed as, if possible, to give full force and effect to every provision. (Cooley on Constitutional Limitations, 7th ed. p. 91.)

Why then, it may be asked, did Congress deliberately leave the words out? To this we answer that we do not know to a certainty.

We can only judge by a consideration of the evil sought to be remedied. Our view is that, the section having been construed as indicated, Congress thought that it should be so amended as to make it perfectly clear that such construction should no longer be allowed. With those words omitted there is literally nothing in the section which can, by any stretch of the imagination, be invoked as permitting the carrier to make the prohibited charge without application to the commission. In short, Congress eliminated the words for the purpose of doing away with an erroneous rule of construction, which had been greatly abused.

The word "abused" is employed advisedly. It does not follow, by any means, that because there is a substantial dissimilarity of conditions, a higher charge for the shorter haul is justifiable. The substantial dissimilarity may be such as actually to give the nearer point the advantage in a transportation sense, even apart from the difference in distance. It is never difficult for railroad men to claim "dissimilarity" of conditions. In fact, it is doubtful if conditions are exactly the same at any two commercial points, and it can always be asserted that the difference is "substantial." When this claim is made by carefully trained and educated railroad experts, it is exceedingly hard for courts or commissions to break it down, even though it may not be well founded in fact.

Under the former rule of construction the complaints were always based upon alleged discrimination, and the carriers skilfully met the charge by showing that

the conditions were dissimilar, and, hence, that there had been no violation of the strict letter of the law.

The Amended Section

But all of the foregoing apart, it seems now to be generally conceded that under the section as amended, before making the higher charge for the shorter haul, the carrier must make application to the Interstate Commerce Commission, as provided in the section. This brings us to a consideration of what the commission can do and what it ought to do in the matter of the pending applications.

What are "Special Cases"?

The applications now under review are based upon the theory that by a general showing of water competition at the coast terminals the commission may and should grant a general exemption to the petitioning roads. If such a theory were accepted as sound, the whole section would be rendered nugatory, and the shipping and consuming public would be worse off than before.

The term "special cases" does not mean "general cases." That is certain. If Congress had meant that upon a vague, general showing, wholesale and sweeping exemptions might be made, we must assume that language appropriate to such end would have been employed.

Nor can we suppose that in empowering the commission to give relief in "special cases" Congress intended that railroads and whole railroad systems including thousands of miles of trackage should be so relieved. Such action would make the relief general and not special.

The term "special cases" must be considered as referring to particular commodities and classes carried between particular points. Take, as an example, the case of the Southern Pacific Company with its many thousands of miles of road. A very general and indefinite showing is made to the effect that there is some water competition at some of the coast terminals. This, it is claimed, justifies lower rates at all terminals than at any interior points, however short the haul. Hence the petition that the company be altogether relieved from the operation of the fourth section.

If such petitions are to be granted, the fourth section may as well be stricken out in its entirety.

General Exemptions Not Contemplated

That general and wholesale exemptions are not contemplated by the act is plainly indicated by the provision that the "commission may from time to time prescribe the extent to which the designated common carrier may be relieved," etc.

The evident intent is that a carrier shall not be relieved to any greater extent than the conditions will justify.

Water Competition a Question of Detail

It is not claimed that there is water competition with respect to all commodities and classes of goods, or that it is equally keen and pressing as to those where there is such competition.

There is ample testimony before this commission given in the Reno, Spokane, Salt Lake and Phoenix cases showing that as regards certain territory and many commodities there is no potential competition at all, and so also with reference to many of the so-called terminals.

More than this, the testimony in the different cases named shows that, taken as a whole, the alleged water competition is insufficient in volume to materially affect rates, and that it does not have any substantial effect.

How, then, can a general order be made relieving the Southern Pacific Company and other transcontinental carriers from the operation of the fourth section?

Is it not clear that any road asking for such relief must make its case item by item, between points named, and show the effect of the competition complained of? If not, how can the commission determine the extent of the relief to which the petitioner is entitled?

The expression that the commission "may from time to time," etc., gives strong support to the view that every case must be considered in detail, and no relief given beyond what is necessary to meet the requirements of the case.

This language plainly implies that conditions may change from time to time, either increasing or diminishing the extent of the relief which ought to be granted. All of this is matter of close details, and not of mere generalities.

No Authority for a General Order

Nowhere in the section can be found a word suggestive of a purpose in Congress to have any carrier relieved in toto from the operation of this section. If our view is correct upon this point, an order granting such relief would be void upon its face, because the law has not empowered the commission to make any other than special orders in special cases.

Commission's Powers Limited

The Interstate Commerce Commission is a tribunal of limited powers. Its authority must be found in the law which creates it. We will not say that it has no implied powers, but we do say that the powers assumed upon the basis of implication must be such as are incidental to, and necessary for, the exercise of the powers expressly granted. Neither the Interstate Commerce Commission nor any State Railroad Commission can assume any powers which stand apart from, and independent of, those expressly granted.

Orders Must be Special

In this case not only is there no authority given to make general exemptions, but, by the plainest implication, such power is denied by the express grant of power to give relief in special cases. This, under the familiar legal maxim, "*Expressio unius exclusio alterius*."

If, upon a mere general showing, the Southern Pacific Company can be relieved entirely from the operation of the fourth section, so can every other road. This would wipe out the distinction between general and special cases, and deprive the words "special cases" of all significance.

It is self-evident that the words "special cases" have a limiting effect. Otherwise Congress did a senseless thing in using them.

The Charge Prohibited Prima Facie Wrong

A higher charge for a shorter haul than for a longer haul, upon the same line, in the same direction, the shorter being included within the longer, is *prima facie* wrong. Either the lower charge is, upon its face, too low, or the higher charge too high. Congress has accepted this *prima facie* view in declaring such charges generally unlawful. The cases in which they may be allowed are exceptional. Hence the expression "in special cases after investigation."

Manifestly, Congress never intended that all classes of freight, all commodities, all carriers, and all of the vast continental domain of the United States should be taken out of the operation of the section. This is substantially what would result if the applications now pending before this commission were to be granted in all their length and breadth.

Exceptions in a General Law Strictly Construed

The special cases in which carriers may be relieved from the provisions of the fourth section are simply exceptions to or exceptions from the general rule. These are always to be strictly construed. (Sedgwick on the Construction of Statutory and Constitutional Law, pp. 266-268, and notes, 2d ed.; Cooley on Constitutional Limitations, 7th ed. p. 563, et seq.)

Main Purpose of the Law

The primary purpose of the law is to secure to the people just and reasonable charges. Any form of discrimination tends to defeat this purpose. Hence the prohibition of discrimination. A higher charge for a shorter than for a longer haul, as defined in the statute, is discriminatory upon its face.

A lower and barely remunerative charge at the more distant point, is a strong inducement to the raising of charges at nearer points in order that the aggregate of the profits may be kept at the highest possible figure. That such is the course generally pursued admits of no reasonable doubt, and in substance and effect it is admitted by railroad officials, when they declare that reasonable charges at noncompetitive points are "what the traffic will bear."

From this we must conclude that exceptions from the operation of the fourth section tend to defeat the primary object of the law, and should never be allowed save upon the clearest and strongest showing.

The Pending Applications

We now come to a consideration of the applications immediately before the commission.

No Showing Made

With reference to these cases it may be affirmed with perfect assurance that no showing, either general or in detail, has been made that would justify this commission in granting the relief asked for.

The whole question here raised has been exhaustively covered in the so-called Reno, Spokane, Salt Lake and Phoenix cases, the testimony in which has been made a part of the record in this proceeding.

In each of those cases orders have been made which, in effect, deny the soundness of the position of petitioners in this proceeding.

Unless the evidence here offered is of such character as to overthrow the showing made against the carriers in the cases named, there is nothing for the commission to do but deny these applications.

In the Reno case, for example, while it was not brought under the fourth section, the principle of the long-and-short-haul clause was directly involved, and was of the very substance of the issue. The defendant carriers rested their case solely upon the theory that, there being water competition, in some degree, at the coast terminals, the rates charged at those points were forced and, necessarily, unremunerative. Therefore, the terminal rates could not be taken as a standard by which to determine what were reasonable rates at interior points.

Not the smallest effort was made by the carriers to show how much the terminal rates were forced below the point of fair remuneration.

Nor was there any reference in the carrier's testimony to the great savings resulting to the carriers from the shorter haul. To illustrate:

The distance from Ogden to Elko is 227 miles. The distance from Ogden to Sacramento (actual mileage) is 695 miles. Rating the 154 miles between Reno and Sacramento going west as equivalent to twice that distance on a level, we have 154 miles more, or 849 miles as the total equated distance between Ogden and Sacramento. When the goods are left off at Elko, there is a saving of 622 miles, or nearly three-fourths of the entire haul—more exactly 73 per cent.

This saving in distance necessarily carries with it a very large saving in expense to the carrier; not in proportion to the reduced mileage, of course, but still very large—quite sufficient to justify Elko in demanding considerably lower rates than those accorded to Sacramento. But, instead of receiving even a smaller reduction in rates, we find that, prior to the order of June 6, 1910, in the Reno case, the first-class rate from eastern territory to Elko was \$4.72½ against \$3 to Sacramento—a difference of 57½ per cent to the disadvantage of Elko, all of which went into the coffers of the Southern Pacific Company, which company only moved the goods an actual distance of 227 miles.

Length of Haul Not Considered

Time and again the leading railroad witnesses, Messrs. Jones and Luce, testifying in the various cases, declared that they did not and could not consider the length of the haul as a factor in determining the reasonableness of a rate.

They also declared that there was no way of computing the cost of moving a particular commodity, in order to use the cost as a factor in fixing the rate.

The only rule they would state or accept was "what the traffic would bear and move freely." This was and is their sole guide.

What, then, becomes of the assumed wisdom of traffic managers, when they cannot get beyond this purely monopolistic idea?

Water Tonnage in 1910

At the hearing upon the fourth section the petitioning roads attempted to bolster up and strengthen their theory of water competition. Their "star" witness to this end, and one whom we would naturally expect to find upon the other side, was Mr. Jackson, traffic manager of the Hawaiian Steamship line, the chief, and substantially the only, water competitor of the railroads. Despite the sharp antagonism and keen biting competition complained of by the railroad carriers, Mr. Jackson's bias in favor of the railroads' system of charging was perfectly palpable. To every question propounded by the railroad attorneys, which was calculated to strengthen their position, Mr. Jackson was ready and voluble in response. To every question the answer to which tended to weaken that position he was evasive and unfriendly to an extent seldom manifested by an intelligent witness, and never, we venture to say, by one who was disposed to be fair. Wherever it was possible to strain an estimate or conjecture as to future water competition, Mr. Jackson unhesitatingly went the limit.

For example, he claimed that the completion of the Panama Canal would

shorten the time of his company's ships one-fourth to one-third and upon this assumed fact, he estimated that the tonnage carried by the ships would be 700,000. This is 133½ per cent above the present maximum capacity, and almost 200 per cent above what was carried in 1910.

The same witness estimated at the Spokane hearing in 1906 that during the following year the ships would carry 250,000 tons. As a matter of fact they carried less than 100,000 tons, and have only increased a little more than 100,000 tons in four years.

Increase of Rail Tonnage

Against this increase of water tonnage Mr. Luce's estimates show an increase of 400,000 tons by rail on the Southern Pacific, the Western Pacific and the San Pedro lines alone.

For the Southern Pacific the figures given by the Stubbs exhibit were, in 1906

1,002,000 tons	
Mr. Luce now gives the tonnage of that system as	1,200,000 tons
and of the Western Pacific and San Pedro together (two new roads) as	200,000 tons

Showing a gain of 400,000 tons

Mr. Luce's estimate of 600,000 tons for all of the northern roads is ridiculously low.

Think for a moment of the Northern Pacific, the Great Northern, the Canadian Pacific, the Oregon Railway and Navigation Company, and the Milwaukee and St. Paul, serving the whole great northwestern empire, American and British, which is moving forward with the strides of a giant, only carrying to the terminals about one-half the tonnage of the Southern Pacific! The improbability is even more manifest when we consider that, by the estimates of Mr. Luce, the Santa Fe carries 650,000 tons, and the Western Pacific and San Pedro together 200,000, making in all 850,000 tons into the territory served by the Southern Pacific. If these estimates are to be accepted, we must believe that the great region from Portland, Oregon, north only takes 600,000 tons of freight at the terminals, against 2,000,000 tons delivered at Portland and points south.

The disproportion is altogether too great, and especially in view of the fact that the whole Alaskan and Klondike region is supplied by Portland and the cities north of that point.

Mr. Jackson admits the miscarriage of his Spokane estimate, but explains by saying that this thing and that thing occurred. So we say that many other things may happen within the next four or five years to make his present estimates equally erroneous. Something might take place to delay the completion of the Panama Canal or to interfere seriously with its navigation.

But apart from this, and assuming, arguendo, what we do not admit, that the year 1915 or 1916 should find the Hawaiian fleet carrying 700,000 tons: How much will the railroads be carrying by that time? Does Mr. Jackson know or pretend to say? Does anybody? Railroad is improving quite as rapidly as is ocean navigation, and we have no reason to doubt that the railroads will fully hold their own in comparison with the ships upon the sea.

Furthermore, Mr. Jackson's ships cannot carry 700,000 tons of freight unless they can get it to carry, and where will they get it? Of what will it consist?

We lay it down as self-evident that, so far as transcontinental freight traffic is concerned, the railroads will always hold a commanding lead over the ships which buffet the waves and are confronted by all the dangers of the sea, saying nothing of the greater distances and expense of numerous handlings when goods are transported by water.

Freight can be carried from the Atlantic seaboard region to the Pacific coast by rail and laid down almost anywhere with only one loading and one unloading, while, from Pittsburg, say, to San Francisco, by water there must be at least four handlings, and when the goods are for distribution out of San Francisco or other coast terminals there must be at least two more.

No Water Competition at Interior Terminals

At this point it is proper to invite the commission's attention to the fact that the representative of San Francisco interests, Mr. Wheeler, stoutly maintained in his testimony that there is and can be no actual water competition save at the points where the ships can actually reach the wharves. Mr. Wheeler shuts out Sacramento, Marysville, Los Angeles, San Jose, and all other places similarly

situated. Of these there are something like eighty. Even Mr. Jackson admitted that his company was not making any effort to deliver goods except at a few of the larger terminals. He said it would not pay. We agree with Mr. Wheeler that there can be no real water competition where there is no water navigable by ocean-going craft, but we deny that the competition, even at San Francisco, is of such character as to control rates by rail in any appreciable degree.

Water Rates Do Not Control

We say, with perfect assurance and upon the basis of the testimony of the railroad traffic men themselves, that the water carriers do not control the rail rates, or materially affect them. This is conclusively shown by the testimony of Mr. Luce given at Salt Lake. An extract from it was read into the record of this proceeding, and for convenience it will be reproduced here.

In the cross-examination of General Freight Agent Luce at Salt Lake, he was questioned and answered as follows, beginning near the bottom of page 786:

Mr. Bartine: How do you arrange your transcontinental rates?
What is your process?

Mr. Luce: I don't catch the drift of the question.

Mr. Bartine: On first-class goods, using it simply as an example, you fix a \$3 rate. How do you arrive at the \$3 rate?

Mr. Luce: That rate has been in for some time.

Mr. Bartine: But how was it first fixed? Who agreed upon it?

Mr. Luce: That was a rate made after a conference between the lines interested in the haul from New York to San Francisco.

Mr. Bartine: That is the way your through rates are always made?

Mr. Luce: By conference; yes, sir.

Mr. Bartine: Do you take the water carriers into those conferences?

Mr. Luce: No.

Mr. Bartine: You make your rates without regard to them?

Mr. Luce: Yes, sir.

Mr. Bartine: Then they do what they please in the matter of rates?

Mr. Luce: Yes.

Mr. Bartine: Does that look as if you controlled rates, or the water carriers controlled the rates?

Mr. Luce: Well, I believe the rail lines control the making OF THEIR OWN RATES, and when we say today that we do not care to go any lower, that indicates our disposition in that regard in making the rates.

The portion of the answer in capitals and all the previous answers quoted show conclusively that the railroads act with perfect indifference as to the ocean carriers in making rates.

Again, on page 747, Mr. Luce said, in reply to a question as to what the Hawaiian line did when the railroads raised their rates in January, 1909:

I do not know, except from hearsay, that it advanced some of its rates, but that I do not know absolutely because I have never seen a tariff of theirs, because they never have been published. THEY ARE SIMPLY BASED UPON OUR RATES AS THE BASIS FOR THEIRS.

Still, again, on page 777, Mr. Luce says that the water rates on carload lots are 70 per cent of all the rail rates, and upon less than carload lots 80 per cent. How can the water carriers thus make their rates unless there are rail rates in force upon which to calculate the percentages?

Still, again, in his direct examination, Mr. Luce states that when the rail carriers put their terminal rates into effect the water rates fell. (See p. 666.)

Rail Rates from San Diego to Los Angeles

The weakness of the claim that the water carriers exercise a controlling influence upon the rail rates was shown in a very striking way by the testimony of Mr. Chambers of the Santa Fe.

That witness testified that the first-class rail rate from San Diego to Los Angeles was 40 cents per hundred—\$8 a ton—but that a rate of 15 cents, or \$3 per ton, was made to the Hawaiian Steamship Company. Here we have a great

railroad professing mortal fear of a steamship competitor, and at the same time practically giving that competitor a bonus of \$5 per ton to enable it to get its competitive freight into Los Angeles.

If the full rate were charged it would be utterly impossible for the steamship company to land a pound of freight in Los Angeles via San Diego.

It is to be marked further that Mr. Chambers testified that his company also furnished warehouse facilities at San Diego for the storing of freight brought to that port by the Hawaiian steamers.

Nothing could more clearly prove than this testimony does that the alleged fear of water competition by the railroads is wholly without foundation. What business man would pay a bonus to a competitor of whom he was afraid?

The Sugar Contracts

Mr. Jackson also testified that, if it were not for the Hawaiian sugar contracts, his company would have to raise its rates on west-bound freight. This proves that the water competition must, necessarily, be dependent upon the sugar contracts and limited, in some degree, by the quantity of sugar to be transported. Hence, further, that no line not having the advantage of such contracts can successfully and permanently compete in the west-bound freight business by sea. This disposes of the Bates-Cheesebrough line, concerning which some rather shadowy and indefinite testimony was given during the hearing.

Present Condition Controlling

In dealing with these applications the commission must be governed by the conditions now existing and not by conjecture as to what may be four, five or six years hence. The conditions of the future we cannot know with any degree of certainty. It is pure speculation. The conditions of today we do know. As these conditions change, new questions will arise, and these must be dealt with upon the facts as then existing.

It can be affirmed positively that the testimony in this proceeding has in no way strengthened the position of the railroads in their contention as to the controlling force of water competition, but rather weakened it. The showing made in the Reno case in opposition to this contention remains unshaken.

As this is the sole ground of these applications, if we stopped right here, the applications would have to be denied. But we do not stop here; there are other cogent and forceful considerations which emphasize our contention that the water competition theory as urged is wholly without merit.

The Discriminating Feature

In the cases heretofore arising under the fourth section, and carried into the United States courts, the question involved was simply one of discrimination between a farther and a nearer point. The purpose of the section is to prevent unjust discrimination. A higher charge for the shorter haul is, in the absence of some special reason, a clear case of discrimination.

The cases tried have generally been decided in favor of the carriers upon the ground hereinbefore suggested, that the conditions were dissimilar, and hence that the charge was not unlawful per se. In other words, those complaining of the higher charge for the shorter haul did not prove that it was excessive and unreasonable in itself, but merely by comparison with the lower charge to the more distant point. No effort was made to show that the lower charge for the longer haul was commercially remunerative. The claim of the carrier that the rate was forced and not fairly compensatory was accepted without proof, and the rule was established that a carrier might lower its rates to meet competition, provided they were kept at figures which would bring to the carrier more revenue than it involved expense. But whether it did so in fact was never shown except by the mere dictum of the railroad experts.

The Reno Case

The Reno case stands out as a pronounced departure from the course pursued in preceding cases involving the same principle. For the first time, so far as our observation has gone, a comprehensive, systematic, and logical effort was made to disprove the claim that the alleged competitive rates were not, in themselves, fairly compensatory. The purpose of this was to show that the rates to interior points were excessive, regardless of whether there was or was not water competition. With this object in view the subject was treated in a number of different ways.

First, data was obtained, which satisfied the Nevada Commission that water

competition was a much smaller and less important factor than the railroads had claimed it to be. This was done by securing the most accurate figures possible of the actual tonnage carried by water, and comparing that tonnage with the rail tonnage. Obviously, the smaller the water tonnage compared with the rail tonnage, the less will be the potential effect of the former upon rail rates.

The Nevada Commission became convinced that by no possible manipulation of figures could it be shown that the actually competing water tonnage was as much as 10 per cent of all the rail tonnage, and that 7 per cent was very much nearer the mark. From this the conclusion was reached that neither a 7 per cent nor a 10 per cent water tonnage could control, or even seriously affect, the rail rates at the coast terminals.

We now urge that no testimony given in this proceeding materially changes the conclusions reached in the Reno case as to the extent of the alleged water competition.

Amount of Terminal Movement

A circumstance throwing the gravest doubt upon the truth of the claim that the terminal rates are not fairly remunerative, is the enormous tonnage which moves to the terminal points. That the tonnage is immense is patent to the most casual observer, and the testimony of the railroad officials fully confirms it.

Mr. Luce at Salt Lake stated that about 50 per cent of all the west-bound traffic moving via the Ogden gateway went right through to the coast terminals. He also stated that of the east-bound traffic leaving Sacramento over the line of the Central Pacific probably 80 per cent went through to Ogden and points further east. Both rates are claimed to be unremunerative. It is inconceivable that any great railroad company will conduct so large a proportion of its business upon the basis of rates that do not fairly pay. It further appears that both the Southern Pacific Company, as a whole, and the Central Pacific Railway, considered as a separate division, are paying handsomely. When Mr. Luce was asked where the company got its money to pay dividends, and at the same time create a vast sinking fund, his answer was that the company had to get the money "somewhere."

From this it follows that the terminal rates must, themselves, yield large profits, or that the charges upon other branches of the business must be excessive. Upon these points the attention of the commission is invited particularly to the testimony of Mr. Luce in the Reno and Salt Lake cases, and the Nevada Railroad Commission's briefs in the first-named case.

Cost and Revenue

Railroad officials profess inability to calculate the cost of moving freight. We grant there is a great deal of difficulty in doing so with respect to a particular commodity, but we are unable to see why it cannot be done with reference to the freight business as a whole, or the freight which moves in large quantities to given points.

To the full satisfaction of its own members the Nevada Commission has done this with sufficient certainty for all practical purposes.

Terminal Rates Remunerative

The carefully prepared calculations of Professor Thurtell, formerly a member of this commission, show beyond any reasonable question that the terminal rates are themselves commercially remunerative. That is to say, they afford a fair compensation for the service. These figures are set out clearly in the evidence in the Reno case.

Professor Thurtell took the fair value of the property, the actual cost of the service, and the revenue which would come from a general application of terminal rates. From these bases he reached his conclusions.

Speaking generally, it may be said that upon a valuation of \$100,000 per mile, which is rather more than a fair valuation of the Central Pacific Railway, a general application of the terminal rates on west-bound freight would yield a net income of something like 10 per cent per annum.

If these figures are even approximately correct, it is impossible to avoid the conclusion that the higher rates at interior points are excessive, and wholly without justification.

Briefly stated, the railroad position is that the fair and natural rate is one which can be established and made effective at a point where there is no competition—where the road has an absolute monopoly.

Applied to the case as made by these petitioners in this proceeding, it may be put in more concrete form and stated thus:

There is water competition at the coast terminal; hence the rates to those points cannot be taken as a standard by which to determine what are reasonable rates at interior points where there is no competition, and at such points the roads may charge "whatever the traffic will bear." This position is utterly indefensible upon any principle of justice.

Even if water competition did force rates down oppressively at the coast points, it would be unconscionable to charge all that the traffic will bear at other points, where there is no competition. If the "all that the traffic will bear" contention is sound, then there is nothing for the Interstate Commerce Commission or any other state commission to do, and both the national and state governments should go out of the regulating business—the sooner the better.

Operating Expenses

In the Reno case the matter of operating expenses compared with the revenue resulting from the carriage of the freight was gone into somewhat extensively. But, in view of these applications, it has been deemed proper to consider the question again at some length. The cost of operation is a factor in rate-making which cannot be overlooked by the Interstate Commerce Commission or by any state commission, even though the railroads may ignore it, or seek to divert attention from it. One must be stupidly blind not to be able to see that the expense of carrying freight is, in its very nature, largely determinative of what are just and reasonable rates. Therefore, we present in a separate brief, prepared by Commissioner Shaughnessy, some additional and detailed data upon the cost of carrying freight, compared with the accruing revenue, together with conclusions deduced therefrom, a careful study of which cannot fail to be profitable.

In leaving this point, it may be incidentally remarked that the rule laid down in the federal courts that rates may be cut to meet competition, provided they be not cut so much as to make them unremunerative, gives emphasis to the importance of a due consideration of operating expenses. How can it be said whether a rate is remunerative or unremunerative, unless we know what it costs to carry the freight? This seems never to have been gone into by the courts when laying down the rule that freight must not be carried at less than cost in order to meet competition. Commissioner Shaughnessy goes into this phase of the question very fully.

Intermountain Region Vitrally Concerned

The great region lying between the Rocky Mountains and the Sierra Nevada is deeply interested in the decision upon these applications. It is a region vast in extent, of almost infinite resources, but with serious natural obstacles in the way of its development, and more than any other portion of the country dependent for its upbuilding upon effective and economical transportation facilities.

What the carriers desire in making these applications is not the privilege of lowering their rates at the coast terminals in order to meet water competition, real or imaginary, but they want decisions which will legalize the maintenance of the present higher rates for the shorter haul at interior points.

As intimated early in this brief, the whole question of rates to the coast terminals and at interior points has been exhaustively covered in the Reno, Spokane, Salt Lake and Phoenix cases, which for their final settlement are still pending before this commission. Orders partially disposing of them have already been made. The showing made in support of these applications is nothing more than a cursory touch compared with the elaborate and exhaustive treatment which the whole subject-matter received in the cases named.

It is passing strange that, after all this, these applicants should be here in full force, asking for a general exemption from the provisions of the fourth section, when it is clear that such exemption might very easily throw the intermountain region back into a worse position than it ever was in before. If these applicants can make a stronger showing in favor of the higher charges for the shorter haul, they certainly have not done so in this proceeding, and just as certain is it that they should receive no more exemption than they have proved themselves entitled to.

We insist that, so far as the intermountain region is concerned, the whole question involved in this proceeding was practically settled by the decisions already rendered in the Reno, Spokane, Salt Lake, and Phoenix cases. While

these decisions have not given the petitioners all they asked for, they are, in effect, a strong condemnation of the method of rate-making now in vogue, and which these applicants are seeking to maintain. Pro tanto the matter is res judicata in this commission. A general order granting these applications, at this juncture, would have the effect of preventing Reno and other interior points from securing relief from present commodity rates, save upon the basis of specific showings hereafter to be made, in which the burden would rest upon those asking for such relief.

Extreme Care Necessary

In the oral argument upon the fourth section, counsel for the Nevada Commission laid stress upon the point that the very greatest care should be exercised in granting relief from the operation of the fourth section, because, when the order was made, the carrier would then be making its discriminatory charges under the sanction of this commission. In other words, the discrimination would be directly and affirmatively legalized, be prima just, and the burden of proving the injustice of the charges would be cast upon the shipper. It requires no argument to demonstrate that this would place the shipping public in a worse position than it now occupies, with the burden resting upon the carrier to justify charges which are prima facie unjust, and consequently unlawful.

Burden of Proof Should Always be Upon the Carriers

The burden of proof should always rest upon the carriers to show the reasonableness of their charges, because they are in full possession of all necessary data. A corps of trained and experienced railroad experts, armed with every item of detailed data pertaining to railroad operation, has the ordinary shipper at a marked disadvantage, and, with the burden of proof resting upon the latter, his case is, as a rule, almost hopeless.

The members of the commission cannot fail to note the significance of this point, and will, we feel assured, require a very strong showing to induce it to take action that will shift the burden of proof from the carriers to the people.

Resume

In conclusion and as a general summing up, our position may be more concisely stated as follows:

First, the fourth section of the Interstate Commerce Law was amended by eliminating the words "under similar circumstances and conditions" for the purpose of depriving the carriers of even a color of right to charge more for a shorter than for a longer haul under the section, without first applying to the commission for authority to do so.

Second, under the amended section the commission may in special cases, after investigation, grant such authority.

Third, the commission has no power, under this section, to grant general and sweeping exemptions.

Fourth, when the statute says "special cases" it refers to particular commodities and classes of commodities carried between certain designated points.

Fifth, general exemptions from the operation of the section are not contemplated by the act, because, such method of giving relief being once established, there is practically no limit, and the provision would become nearly or quite a dead letter.

Sixth, a general exemption of a railroad from the prohibition of the section, would, in the nature of things, carry exemption in cases where it was not required, and would defeat the manifest purpose of the law, which primarily is to secure to the people just and reasonable rates.

Seventh, in the pending applications there has been no showing entitling the petitioners to any relief, either general or special.

Eighth, the petitioners rely wholly upon the fact that there is some freight carried by water from the Atlantic seaboard to the Pacific; but the effect of such competing freight upon rail rates, either general or special, is nowhere shown by the testimony of the applicants.

Ninth, there has been no showing of any increase of water tonnage, compared with the rail tonnage, which in any material degree changes the competitive situation.

Tenth, no effort was made to show the "extent" to which the petitioners should be relieved from the operation of the section, or that they should be relieved at all.

Eleventh, the testimony in the Reno case, especially, which is made part of

the record in this proceeding, shows conclusively that the present schedule of commodity rates from eastern territory to all Nevada main-line points is arbitrary, excessive, unreasonable, discriminatory, and unjust.

Twelfth, that testimony also shows, by close approximation to mathematical certainty, that the coast terminal rates, claimed to be forced and unremunerative, are, in fact, fully compensatory for the service, and as much as the railroads should be permitted to charge if there were no freight carried by water.

Thirteenth, this view is strongly reinforced by the tabulations and general data set forth in Commissioner Shaughnessy's separate brief in this proceeding, herewith filed.

Fourteenth, if we are right in these contentions, it follows logically and necessarily that these applications should all be denied, and that the petitions for commodity rates in the Reno, Spokane, Salt Lake and Phoenix cases should all be granted.

When any of the petitioners in this proceeding brings a "special case" within the meaning of the law, and presents proof to support it, such petitioner may be entitled to some measure of relief. But in this proceeding, the petitioners, singly and collectively, have proved just nothing at all.

Respectfully submitted,

C. H. BAKER.

Attorney-General.

H. F. BARTINE,

Chief Commissioner, and of Counsel.

BRIEF OF J. F. SHAUGHNESSY OF THE RAILROAD COMMISSION OF NEVADA

Amendment of Fourth Section

Since the submission of what is popularly known as the Reno Rate Case, the Congress of the United States on June 18, 1910, has amended the fourth section of the act to regulate commerce—taking from the railroads the right to initiate discriminatory higher charges for the shorter than for the longer distance over the same line or route, in the same direction, the shorter being included within the longer distance and instead gave to the Interstate Commerce Commission the power to relieve the carriers from the provisions of the section in special cases, after investigation, and to prescribe the extent of such relief.

Our original petition prays for relief under the provisions of the act to regulate commerce, and, in so far as the fourth section is applicable to the Reno Rate Case, we submit that we are entitled to relief under its provisions; and especially is this true when we direct attention to the fact that under sections one and three of the act to regulate commerce our case is absolutely conclusive in support of our original contention that rates no higher than Pacific coast terminals should apply as the maximum at Nevada main-line Southern Pacific Company points.

The Decision in the Reno Case

In passing upon the Reno Rate Case, June 6, 1910, the commission doubtless found on account of rates previously prescribed in other similar intermountain cases, that it would not, as a matter of policy, be expedient to give the full measure of relief at that time. Substantial relief, however, was granted by a reduction in the class-rate scales from all eastern defined territory to all main-line Nevada points. For example, where formerly the rates were a blanket \$4.29 scale from all eastern defined territory to Reno and points east thereof to Winnemucca, a \$3.50 scale was prescribed from New York, and the scale graduating downward from territories west thereof until from Denver and Colorado common points a \$2.10 scale was prescribed, and from New York to Winnemucca and all Nevada points east thereof a \$3.33 scale, which graduates downward to a \$2 scale from Denver and Colorado common points, was prescribed in place of the old blanket \$4.72½ scale at Elko and Nevada points east thereof.

The rates above named are to be considered in comparison with the Pacific coast terminal rates which are upon a \$3 scale from all eastern defined territory.

It may be mentioned that class rates prescribed by the Interstate Commerce Commission from eastern defined territory to Reno are higher than Pacific coast terminal rates from the Cincinnati-Detroit territory to and including the Atlantic coast territory, while to Winnemucca and all Nevada points east thereof, the rates prescribed are higher than terminal rates from Buffalo-Pittsburg territory to Atlantic coast territory inclusive.

From Chicago, Mississippi river, Missouri river territories and Denver and Colorado common points the rates prescribed are considerably less than terminal rates.

Commodity Rates

At the same time the commission refused to pass upon the entire schedule of Pacific coast commodity rates which were before it and on which we requested that terminal commodity rates be established from all eastern defined territory to main-line Nevada points. The Railroad Commission of Nevada was ordered to prepare and file with the commission and the Southern Pacific Company a list of commodities upon which commodity rates were desired and at the same time the Interstate Commerce Commission ordered the Southern Pacific Company to make a comparative showing of earnings and losses under the old rates and the proposed rates, using the four months, October, 1909, and January, April, and July, 1910, as representative of a year period.

In compliance with the order we filed in due time with the commission a list of 650 commodities approaching in character and numbers those already in effect at Spokane, Washington. In connection with the filing of the said list we proposed that as effective water competition could not extend inland any farther than the Buffalo-Pittsburg line, therefore the differential, if there is to be one, should not extend west of that line. In other words rates from all territories west of the aforesaid lines should be upon a Pacific coast terminal rate basis or better.

Upon this assumption we took the Cincinnati-Detroit line as our terminal rate basing point, and applied the terminal rates on all of the 650 commodities from the said territory to main-line Nevada points. Eastward we increased the rates by $7\frac{1}{2}$ per cent to Buffalo-Pittsburg territory and $7\frac{1}{2}$ per cent to Atlantic coast territory or a total of 15 per cent to compensate for increased distance, and, if it is held to be controlling, ocean competition. Westward from Cincinnati territory we decreased the aforesaid terminal rates by 5 per cent from Chicago territory, 10 per cent from Mississippi river territory, 15 per cent from Missouri river territory and 20 per cent from Denver and Colorado common points in order to provide for decreasing distances between the said eastern territories and main-line Nevada points.

Hearing and Argument on Commodities

On February 27, 1911, a further hearing was held on the commodity rates before Examiner Vassault at Reno, Nevada, and on March 21, 1911, the arguments were made before the entire commission at Washington, D. C.

In the general hearing before the Interstate Commerce Commission at Washington, March 23d to April 1st, inclusive, arguments were made on the questions of law and the practical application of the amended fourth section, and with particular reference to the Reno, Spokane, Salt Lake City and Phoenix supplemental cases on the question of prescribing a scale of reasonable commodity rates to said points.

Following the arguments on the questions of law, it was moved and ordered that the testimony already taken in the foregoing cases be considered as evidence in the hearing on the application of the amended fourth section.

Hearing on Fourth Section

The carriers, the Southern Pacific Company, the Santa Fe, the Union Pacific Railroad, the Northern Pacific, and the Great Northern Railroad, opened their case in support of the thirteen "Countiss" applications for exemption from the fourth section in behalf of the transcontinental lines on west-bound business by placing upon the witness stand the following traffic managers: H. E. Jackson of the American Hawaiian Steamship Company, G. W. Luce of the Southern Pacific Company, Edward Chambers of the Santa Fe and J. G. Woodworth of the Northern Pacific-Great Northern Lines.

Their testimony was directed entirely to the question of water competition, comparisons of rates and the usual line of expert opinion testimony, which has been before the Interstate Commerce Commission and the courts for so many years, regarding the forceful and controlling effect of water competition. But there was not a line of testimony, oral or documentary, as to how much less than reasonable the forced and compelled transcontinental rates were when measured by the cost of the service. Nor could any of these witnesses be persuaded on cross-examination to even express an opinion on the relationship of the cost of the service to the revenues accruing to this west-bound transcontinental business

moving in large volume and constituting a very large proportion of the carrier's entire west-bound business.

Mr. Cotton's Statement of Cost

Mr. Luce testified on cross-examination that his company was not prepared to give any testimony regarding the cost of the service. And when Commissioner Lane called attention to the fact that the traffic manager's testimony was not responsive to the question of how much less than reasonable the Pacific coast terminal rates were, and that there was nothing before the commission by which they could measure the reasonableness of the rates, Mr. Cotton, counsel for the Union Pacific Railroad, in the face of a very critical situation, arose and, with many expressions of surprise, directed attention to his comparative revenue exhibit in evidence in the Spokane rate case wherein he had shown that the average receipts per ton per mile accruing for the movement of transcontinental freight from the Atlantic coast to the Pacific coast under a schedule of commodity rates averaged $7\frac{1}{4}$ mills, and after comparing the aforesaid average to the average receipts of his system, wanted to know if that was not a factor which proved that the transcontinental rates were unreasonably low, and should be given consideration. To which Commissioner Lane replied: "Certainly your exhibit will be considered, Mr. Cotton."

There is really nothing very startling in the revenue showing referred to by Mr. Cotton. Assume that the average revenue from New York to Portland, San Francisco or Los Angeles was only $7\frac{1}{4}$ mills per ton mile, nothing was shown which would indicate what the receipts per ton mile out of the division of the said rates accruing to Mr. Cotton's line amounted to, and which doubtless was considerably in excess of $7\frac{1}{4}$ mills. Moreover, the carriers have been careful not to introduce a single line of evidence which would give the slightest intimation of what proportion of the cost of operation should be assigned to the said west-bound transcontinental business, and in so far as their cases are concerned there is no measure, except mere rate comparisons, which are not controlling, by which it can be determined that even $7\frac{1}{4}$ mills per ton mile is not fully compensatory.

In further reference to Mr. Cotton's selected list of commodities from which an average revenue of $7\frac{1}{4}$ mills per ton mile accrued, attention need only be directed to Complainant's Exhibit No. 47 (Reno Rate Case) from which it will be observed that on the basis of an actual movement of 23,322 tons of freight (C. L. and L. C. L.) from all eastern defined territory to Reno, via Ogden gateway, calendar year 1908—over 45 per cent of which were low-grade commodities originating in Wyoming, Idaho, and Utah, and which reduced the total average receipts substantially—the average receipts per ton mile is shown to be on a Pacific coast terminal rate basis for the total joint haul from aforesaid territories to San Francisco 1.1156 cents. Also that out of the Southern Pacific Company's division of the rates covering the said business from Ogden to San Francisco the receipts per ton mile would be 1.3879 cents.

With a fair exhibition of the cost of operation, not the average cost per ton mile, but, instead, the segregated and assignable cost to west-bound transcontinental business moving in trainload lots and which we submit can be segregated and shown by the carriers, it will be demonstrated beyond question that the said business is highly compensatory. Without such a classification of cost and its relationship to revenue, how can the commission accurately determine how much less than compensatory, if they are less, the Pacific coast terminal rates are, and if unable to judge how much less than compensatory they are, how, may we ask, are they going to give force and effect to the fourth section in prescribing the extent to which the carriers may be relieved therefrom?

Comparisons Alone Prove Very Little

Certainly it will not be seriously contended that the higher short-haul rate is the standard from which the lower long-haul rates may be maintained or authorized to be graded downward to rail or water competition points simply upon a showing that there is some rail or water competition, and in justification thereof merely citing a comparison of rates obtaining at other competitive points, without any reference whatever to the reasonableness of the rates. To do so would be less than no regulation at all, and followed to its logical conclusion might mean the authorization of rates unduly low, ranging from a small margin above cost to cost or even something less than the cost of service.

This, in effect, would mean that the short haul and the local traffic must, of

necessity, be unduly burdened with exorbitant rates in order to make a substantial profit on the business as a whole.

We do not believe that any such construction will ever be placed on the fourth section. In fact, we are confident the Interstate Commerce Commission will, in compliance with the legislative intent, construe the first, third and fourth sections together in finding the extent to which the carriers may be relieved from the operation of the fourth section. Any other course of procedure will make the section inoperative and a waste of the people's time and money.

Vast Tonnage Carried to Terminals

Moreover, we are not impressed with the plea that carriers have the right to make rates, which as they claim only return a small margin over and above the cost of transportation; especially when that theory is applied to a great volume of business such as the west-bound transcontinental business, constituting, as it does, a large proportion of the total west-bound traffic. See Defendants' Exhibit No. 15 (Reno Rate Case) wherein they show that the transcontinental business reaching San Francisco alone for the year 1909 would approximate on the basis of the first six months of the calendar year 405,240 tons. Also, the Stubbs Exhibit, wherein for the year 1906 he shows that the west-bound transcontinental tonnage reaching Pacific coast terminals over the lines of the Southern Pacific Company was 1,002,270 tons. We may fairly infer that the total at this time will show a very substantial increase.

This volume of business will, no doubt, return in freight revenue to the Southern Pacific Company from \$8,000,000 to \$9,000,000, approximately 20 per cent of the entire freight revenue, and, when it is considered that this proportion is on business moving in only one direction, we submit that the volume is entirely too substantial to be allowed to move at rates which are less than compensatory, if it in fact does so move, for the reason before stated, that it must undeniably have the effect of casting an undue burden upon the west-bound transcontinental traffic to intermediate points and upon the local business.

It was shown before the commission in the Reno Rate Case that the west-bound freight would approximate 3,000,000 tons per annum to Pacific coast terminals, and it may be conservatively estimated that this tonnage will return from \$20,000,000 to \$25,000,000 in gross revenue to the final carriers reaching the Pacific coast terminals, entirely too substantial a volume to be considered, as the railroads would have us believe, merely excess freight, which without the water-controlled terminal rates they would not get, and which they are forced to carry at a mere trifle above the cost of transportation, etc.

We earnestly submit that these transcontinental carriers with their perfectly equipped properties are not handling any of the said west-bound transcontinental freight at less than full compensation for the service rendered. Figured in train-load lots, in which manner the said freight largely moves from Chicago, St. Paul, Omaha, Kansas City, Galveston and New Orleans, it will be found to be the highest class of paying freight these companies handle.

Trains moving in this manner, with maximum time freight tonnage, without necessity of breaking bulk in transit, and without switching or unusual delays, move at much less than the average cost of operation per ton mile.

Cost of Operation

The average cost of operation per ton mile on the Southern Pacific is approximately 7 mills, but this average cost includes very expensive operation over the Sierra Nevada, Tehachapi and Siskiyou mountains, heavy local service in California moving with light trainload and extensive branch-line service with regular freight-train service, but also light train loading, because the business on the branch lines is not sufficient to insure heavy train loading. While these conditions contribute to a high average cost of operation per ton mile, it is proper to mention that these high costs are amply taken care of by correspondingly high rates covering the said local and branch-line business.

When the whole situation is fairly considered it cannot be seriously contended that there should be any great difficulty in classifying the freight business and assigning to fast time freight moving in maximum trainload lots its true proportion of the cost of operation per ton mile. Moreover, would it not be highly advantageous if the Interstate Commerce Commission would prescribe the necessary classification and division of costs as between freight and passenger business, and to require the carriers to report under oath the ton-mile cost according to a classification of "through freight, local freight," branch-line freight, and general average all freight business?

Fortified with this information it is our impression that the Interstate Commerce Commission would have very little trouble in scientifically finding the reasonableness of rates covering the movement of a substantial volume of business. Of course, it is possible that this theory could not in all cases be applied in finding the reasonableness of a particular rate covering the movement of a low-grade commodity, but it would prescribe a rule by which the commission could always measure by close approximation whether the rate was unduly high or low, considering the volume of business moving thereunder and other circumstances and conditions.

Cost of Service the Controlling Factor

If the cost of service is not to be the controlling factor, then the advent of an additional line in a given territory which substantially decreases the business of an old-established carrier, or the increasing value of railroad property at a fixed return, in line with the Sanborn decision in the Minnesota rate cases, or heavy increases in the bonded debt, will require continued high or increased rates to insure the necessary return. In other words, it means no limitation whatever and, consequently, no effective regulation.

Justice Harlan, in the case of *Smyth v. Ames*, 169 U. S. 466, uses the cost of the service as one of the several factors which should be used in the "calculations as to the reasonableness of rates."

We contend that it is basic and absolutely controlling; that it is the unit by which everything in connection with the operation of a railroad is checked, and that, while the traffic manager may not use the cost unit in fixing rates, nevertheless the general manager or other executive officer, by the use of it, instructs the traffic manager how far he may go in the making of low competitive rates.

The general manager who is charged with the duty of supervision over earnings and expenses can, if he wishes, say what the cost of operation per ton mile is, which is assignable to fast freight and local freight service segregated and shown for each division under his jurisdiction, and also the cost per ton-mile on each of the branches operated.

Nevada Commission's Investigations

The Railroad Commission of Nevada has, by personal investigation made by members thereof, satisfied itself that the cost of moving west-bound transcontinental freight from Ogden to Reno will not exceed $2\frac{1}{4}$ mills per ton-mile, while from Ogden to San Francisco it should not exceed 3 mills.

On May 24, 1910, two members of the Nevada Commission made a personal check of a fast freight train consisting of California and Asiatic freight moving east-bound over 288 miles of the main line of the Central Pacific Railway from Sparks to Carlin, Nevada, and running 250 gross tons light of regular fast freight tonnage. They found that the cost of operation per net ton-mile, after charging the said train with an average pro rata of maintenance of way, maintenance of equipment, traffic, transportation and general expenses, was only 2.26 mills.

Considering that the business and the character of the grades from Ogden to Reno are such as to permit of a maximum fast freight train loading of 1,850 tons gross against the average fast freight tonnage of 1,500 tons from Sparks to Ogden, we may fairly assume that the said cost per ton-mile of 2.26 mills, if not somewhat too high, would at least be the maximum cost for the movement of west-bound transcontinental freight from Ogden to Sparks.

To find the average cost of operation per ton per mile from Ogden to San Francisco apply 2.26 mills cost per ton-mile to 538 miles, the distance from Ogden to Sparks, and we find the cost of moving one ton is \$1.215. Estimating the cost from Sparks west-bound to San Francisco on the basis of these figures we may begin by giving the 158 miles from Sparks to Sacramento a constructive operating mileage of two miles for one in order to compensate for expensive cost of operation over the Sierra Nevada mountains. This will make the cost per ton-mile 4.52 mills or a cost per ton of 71.4 cents. For the 90 miles from Sacramento to San Francisco assume that the cost of operation is substantially the same with a small allowance for ferry service—say $2\frac{1}{4}$ instead of 2.26 mills per ton-mile, or a cost per ton of 22.5 cents. Aggregating these sums we find the cost of moving one ton from Ogden to San Francisco is \$2.154 which, when divided by the mileage, 786, gives an average cost of per ton-mile of 2.74 mills.

While we do not claim that this estimate based upon the cost of the movement of one train between Sparks and Carlin is absolutely accurate, nevertheless we are confident, for the reasons before given, that it will be found to be pretty

close, when an actual check is made covering a representative movement of west-bound transcontinental freight from Ogden to San Francisco.

The Calvin and Seger Affidavits

In support of the foregoing contentions regarding the controlling effect of the cost of the service from the standpoint of the railroads, attention is invited to the sworn testimony (in documentary form) of Mr. E. E. Calvin, vice-president and general manager, and Mr. C. B. Seger, auditor of the Southern Pacific Company, put in evidence in the case of Southern Pacific Company v. Bartine, 170 Fed. 725, also put in evidence in the Reno Rate Case (Complainant's Exhibit No. 38) and commonly known as the "Seger Affidavit." This was a case brought against the Railroad Commission of Nevada to prevent the enforcement of a schedule of maximum class rates covering intrastate business which had been prescribed by legislative enactment in 1907. In its effort to overthrow the law the Southern Pacific Company contended that the cost assignable to transportation expenses was, for the conduct of Nevada intrastate business, three times as great as it was for the general business of the said Southern Pacific Company.

Seger's Segregation of Expenses

From pages 28 to 44, inclusive, and from 64 to 76, inclusive, of the Seger affidavit, it will be observed that the witness Seger has, for the year ending June 30, 1907, segregated from the operating expenses of the Southern Pacific Company, Pacific System, the Central Pacific Railway Company, and the Nevada and California Railway Company—the latter a branch line connecting with the main line of the Central Pacific at Hazen, Nevada, and operated southward over standard gage 128 miles to Mina, Nevada, and thence southward over narrow gage 144 miles to Keeler, California—and shown with great particularity the cost of the service covering all the business performed on the Nevada mileage.

The Central Pacific and Nevada and California Railway Companies are under lease and operation by the Southern Pacific Company, and are therefore constituent parts of the Pacific System.

The said expenses were apportioned between freight and passenger service on the basis of road, engine, train, freight-car and passenger-car mileage, and under the subdivision of freight and passenger expenses the costs were further segregated and distributed in their respective amounts to maintenance of way, maintenance of equipment, conducting transportation and general expenses.

From pages 112 to 116 the ton mileage is shown by witness W. H. Hathaway, chief clerk to the auditor of freight accounts of the Southern Pacific Company.

On pages 34 and 69 the following average costs of operation per ton-mile are shown: Southern Pacific Company, 6.85 mills; Central Pacific Company, 7.05 mills; and the Nevada and California Railway Company, 1.105 cents.

By a division of the Nevada ton mileage on the Central Pacific into the freight expenses shown in table 6, page 43, we find that the average cost of operation per ton-mile on the Central Pacific Railway within Nevada for the year ending June 30, 1907, was 4.28 mills, in contrast to 7.05 mills for the system as a whole, but nothing is shown by which the cost of the through fast freight business passing through Nevada, as over a bridge, can be determined in contradistinction to business moving from points within Nevada to points outside the State and from points outside to points within the State, and that which is purely intrastate.

Vice-President Calvin's Statement

On pages 87 and 88 (Seger Affidavit) General Manager E. E. Calvin's testimony is quite interesting. Among other things, on page 87, he states that the cost of construction of the Central Pacific Railway in Nevada has not been and is not greater than should be expended in the construction of a railroad for local traffic therein. In respect to maintenance of roadway and bridges, he says there would, in the case of through business, be some additional wear and tear, but the increase in maintenance expenses thereby would be overcome by the added capacity in the hauling of heavier loads and trains.

On page 88 the following statement appears:

The factors of principal importance in determining cost of transportation are volume of traffic, density of traffic, and length of haul. By volume of traffic is meant the total carrying business of the railroad expressed in units of traffic, as, for instance, tons carried one mile. By density of traffic is meant the volume of traffic per single mile of road. The importance of these factors in determining the

cost of transportation, is due largely to their effect upon the trainload. Train expense is largely a fixed expense. The greater the trainload of traffic hauled per train-mile, the less the expense per unit of traffic. With a small volume of traffic and a short haul, heavy or adequate loading of trains is impracticable, and thus the expense of operation per unit of traffic is much greater than where the magnitude of traffic is sufficient to permit of the heavy loading of trains. Local business is relatively short-haul traffic and of small volume. This appears from the showing hereinbefore made. Hence it is that the cost of local freight business in the State of Nevada is relatively greater than the cost of business of the company as a whole, and the proportion is fairly stated as three to one. The preponderance of through business in the State of Nevada over local business is strongly marked, as shown by the revenue returns hereinbefore set forth, and so far as the cost of local business per unit of traffic in the said State of Nevada on said system is concerned, the proportion as against the general business will considerably exceed three to one. In these proportions, the basis is limited solely to the cost per unit of traffic of so much of the expenses of operation as relate to the cost of conducting transportation.

In consideration of the foregoing it is respectfully submitted that the people of Nevada are entitled to a fair share of the benefits accruing from this admittedly cheaper service.

"Apportionment of Expenses"

In exemplification of the apportionment of operating expenses as between "freight and passenger" service and in line with the manner in which the Nevada Commission is endeavoring to get the intrastate carriers to render their monthly report of revenues and expenses (and some are now so rendering them), we set forth hereinafter the I. C. C. Classification of Expenses and our adopted basis of apportionment:

I. MAINTENANCE OF WAY AND STRUCTURES

1. Superintendence
2. Ballast
3. Ties
4. Rails
5. Other track material
6. Roadway and track
7. Removal of snow, sand and ice
8. Tunnels
9. Bridges, trestles and culverts
10. Over and under grade crossings
11. Grade crossings, fences, cattle guards and signs
12. Snow and sand fences, snowsheds
13. Signal and interlocking plants
14. Telegraph and telephone lines
15. Electric power transmission
16. Buildings, fixtures and grounds
17. Docks and wharves
18. Roadway, tools and supplies
19. Injuries to persons
20. Stationery and printing
21. Other expenses
22. Maintaining Jt. Tks. Yds. etc., Dr.
23. Maintaining Jt. Tks. Yds. etc., Cr.

BASIS OF DIVISION

Locomotive mileage in each service during the month.

II. MAINTENANCE OF EQUIPMENT:

24. Superintendence
25. Steam locomotives—Repairs
26. Steam locomotives—Renewals
27. Steam locomotives—Depreciation

Locomotive mileage in each service during the month.

28. Electric locomotive—Repairs	BASIS OF DIVISION Not prescribed.
29. Electric locomotive—Renewals	
30. Electric locomotives—Depreciation	
31. Pass. train cars—Repairs	Direct charge to passenger service.
32. Pass. train cars—Renewals	
33. Pass. train cars—Depreciation	
34. Freight train cars—Repairs	Direct charge to freight service.
35. Freight train cars—Renewals	
36. Freight train cars—Depreciation	
37. Elec. Equipt. of cars—Repairs	Not prescribed.
38. Elec. Equipt. of cars—Renewals	
39. Elec. Equipt. of cars—Depreciation	
40. Floating equipment—Repairs	Freight and passenger service on basis of locomotive mileage.
41. Floating equipment—Renewals	
42. Floating equipment—Depreciation	
43. Work equipment—Repairs	
44. Work equipment—Renewals	
45. Work equipment—Depreciation	
46. Shop machinery and tools	
47. Power plant and equipment	
48. Injuries to persons	
49. Stationery and printing	
50. Other expenses	
51. Maintaining Jt. Eqpt. at Tmls. Dr.	
52. Maintaining Jt. Eqpt. at Tmls. Cr.	
III. TRAFFIC EXPENSES:	
53. Superintendence	Gross freight and passenger revenues.
54. Outside agencies	
55. Advertising	
56. Traffic associations	
57. Fast freight lines	
58. Industrial and Imrg'n. bureaus	
59. Stationery and printing	
60. Other expenses	
IV. TRANSPORTATION EXPENSES:	
61. Superintendence	Locomotive mileage.
62. Dispatching trains	Locomotive mileage.
63. Station employees	Gross revenues—Frt. and Pass.
64. Weighing and car Svc. Assns.	Direct charge to freight service.
65. Coal and ore docks	Locomotive mileage.
66. Station Supps. and expenses	Gross revenues—Frt. and Pass.
67. Yardmasters and their clerks	Mileage of switching locomotives in freight and passenger service.
68. Yard conductors and brakemen	
69. Yard switchmen and signal Tndrs.	
70. Yard supplies and expenses	
71. Yard enginemen	
72. Enginehouse expenses—Yard	
73. Fuel for yard locomotives	
74. Water for yard locomotives	
75. Lubricants for yard locomotives	
76. Other supplies for yard locomotives	
77. Operating Jt. Yds. and Trmls., Dr.	Locomotive mileage.
78. Operating Jt. Yds. and Trmls., Cr.	Locomotive mileage.
79. Motormen	Not prescribed.
80. Road enginemen	Direct chg. to service in which engaged.

81. Enginehouse expenses—Road 82. Fuel for road locomotives 83. Water for road locomotives 84. Lubricants for road locomotives 85. Other supplies for road locomotives 86. Operating power plants 87. Purchased power 88. Road trainmen 89. Train supplies and expenses 90. Interlocking block and operation signals—Operation 91. Crossing flagmen and gatemen 92. Drawbridge operation.	BASIS OF DIVISION Locomotive mileage. Direct chg. to service in which engaged. Locomotive mileage.
93. Clearing wrecks	Direct charge wherever practicable.
94. Tel. and Telp.—Operation of	Locomotive mileage.
95. Operating floating equipment	Locomotive mileage.
96. Express service	Direct charge to passenger service.
97. Stationery and printing	$\frac{1}{2}$ to freight and $\frac{1}{2}$ to passenger.
98. Other expenses	Locomotive mileage.
99. Loss and damage—Freight	Direct charge to freight service.
100. Loss and damage—Baggage	Direct charge to passenger service.
101. Damage to property	Direct charge to Frt. or Pass. service
102. Damage to stock on right of way	when practicable, and pro-rated on
103. Injuries to persons	Loco. mileage when impracticable.
104. Operating Jt. Tks. and Fcs., Dr.	Locomotive mileage.
105. Operating Jt. Tks. and Fcs., Cr.	Locomotive mileage.
V. GENERAL EXPENSES: 106. Sals. and Exps.—General officers 107. Sals. and Exps. Clks. and Addts. 108. General office expenses and supplies 109. Law expenses 110. Insurance 111. Relief department—Expenses 112. Pensions 113. Stationery and printing 114. Other expenses 115. Gen. Adm. Jt. Tks. Yds. etc., Dr. 116. Gen. Adm. Jt. Tks. Yds. etc., Cr.	
Gross revenues, freight and passenger.	

In the case of *Woodside v. The Railroad Commission of Nevada*, recently tried before and submitted to Judge Farrington of the Ninth Federal Circuit Court, Auditor A. J. Lyon of the Tonopah and Goldfield Railroad testified that the foregoing basis of apportionment is commonly used by the railroad auditors throughout the United States. Moreover, it appeals to us as sufficiently accurate for all practicable purposes.

The following is Complainant's Exhibit No. 47 in the *Reno Terminal Case*, here reproduced for convenient examination and analysis:

COMPLAINANT'S EXHIBIT NO. 47—Showing shipments moving to Reno from eastern territory via Ogden gateway in calendar year 1908, showing point of origin, total receipts under present rates, receipts under rates proposed; statement also shows receipts per ton per mile on total present rates, and receipts of Southern Pacific Company under rates proposed; statement also shows receipts per ton per mile on total movement under present rates and receipts per ton per mile under rates proposed; receipts per ton per mile of Southern Pacific Company under present rates and receipts per ton per mile of Southern Pacific Company under proposed rates.

[Groups, classification, tonnage, and revenue, including Southern Pacific Company's proportion, taken from the waybills in Reno freight office of the Southern Pacific Company by the Railroad Commission of Nevada.]

1 Originating in group—	Weight in tons			5 Total rev- enue under present rates	6 Total rev- enue under proposed or terminal rates	7 Revenue of Southern Pacific Com- pany under present rates	8 Revenue of Southern Pacific Com- pany under proposed or terminal rates	9 Receipts per ton per mile under present total haul	10 Receipts per ton per mile under pro- posed or terminal rates on total haul	11 Receipts per ton per mile Ogden to Reno under present rates	12 Receipts per ton per mile Ogden to Reno under pro- posed or terminal rates
	2	3	4								
B	183	70	253	\$10,634.21	\$6,619.86	\$5,980.18	\$1,965.83	1.3107	.8001	4.2880	1.4100
C	2,030	685	2,715	102,008.44	66,770.65	58,135.15	22,902.36	1.4450	.9459	3.8982	1.5380
D	2,207	507	2,714	89,621.20	65,255.18	50,029.20	25,663.18	1.5726	1.1452	3.3514	1.7183
E	1,970	173	2,143	62,043.16	49,425.39	34,041.32	21,423.55	1.8094	1.4416	2.8980	1.8175
F	1,891	89	1,980	68,168.73	61,083.44	36,287.81	29,222.52	2.2949	2.0672	3.3222	2.2949
G	1,666	11	1,677	26,329.23	25,577.55	13,586.74	12,785.09	1.2081	1.1731	1.4710	1.3962
H. I. J	619	44	663	16,842.70	10,442.11	11,467.56	5,066.97	2.3062	1.4311	3.1431	1.3888
Wheat, salt, barley, cement, and coal from Idaho, Utah, and Wyoming			11,177	78,679.92	78,679.92	59,006.44	59,008.44	.7825	.7825	.9603	.9603
Totals			23,322	\$454,343.69	\$368,865.23	\$268,516.40	\$178,037.94	1.3800	1.1156	2.0683	1.3879

Average cost per ton per mile for operating expenses (1908) Ogden to Reno, 4.88 mills.

Average cost per ton per mile for operating expenses (1907) on entire Central Pacific Railway, 7.05 mills.

Average receipts per ton per mile on Southern Pacific system, 1.21 cents.

Average revenue upon each ton Ogden to Reno under present rates, \$11.51.

Average revenue upon each ton Ogden to Reno under proposed or Pacific coast terminal rates, \$7.63.

Low-Grade Products

Referring to this exhibit attention may be directed to the fact that 56 per cent of the total tonnage (23,322) consisted of low-grade products, and were as follows:

	<i>Tons</i>		<i>Tons</i>
Coal.....	5,225	Oats.....	495
Wheat.....	4,334	Barley.....	338
Cement.....	1,242	Grits.....	200
Marble and stone.....	445	Lumber.....	69
Brick.....	103		
Salt.....	370	Total.....	13,101
Corn.....	278		

For classified list of all commodities, tonnage and revenues, from which the low-grade products were taken, see Complainant's Exhibits 3, 4, 5 and 31.

Out of the 13,101 tons of low-grade products it will be noted by reference to the bottom column of Exhibit No. 47 that 11,177 tons of said products moved into Reno from Idaho, Utah and Wyoming, at rates which did not exceed Pacific coast terminal rates.

The footnote on bottom of Exhibit No. 47 shows the average receipts per ton-mile on the Southern Pacific for the year 1909 as 1.21 cents. In comparison therewith attention is directed to column No. 10, Exhibit No. 47, wherein is shown receipts per ton-mile covering movement of freight from each group territory, at Pacific coast terminal rates, with total average receipts of 1.1156 cents, or in other words, this would be the receipts accruing if the business moved through to San Francisco. Column 12 shows receipts per ton-mile covering actual movement of freight from group territories, at proposed or Pacific coast terminal rates to Reno, with a total average of 1.3879 cents, or 1.58 mills in excess of the average receipts for the Southern Pacific system as a whole.

Of course, at Winnemucca, and in fact all main-line points east of Reno to the Nevada-Utah state line, the excess receipt per ton-mile over the average for the system as a whole will be correspondingly greater as we move eastward, or rather as the haul from Ogden westward is shortened. On the basis of this comparative revenue showing alone, it is conclusive that the application of Pacific coast terminal rates to Southern Pacific main-line points in Nevada would be more than compensatory.

Cost of Operation Between Ogden and Sparks

Regarding the cost of operation between Ogden and Sparks based upon the total west-bound movement of freight for the eleven months ending November 30, 1908, furnished by Mr. T. F. Rowlands, assistant superintendent Southern Pacific Company at Sparks, Nevada, upon request of the Railroad Commission of Nevada, and the revenue per ton accruing from Ogden to Reno (Reno being three miles west of Sparks), predicated upon the actual movement of 23,322 tons of west-bound freight received at Reno from all eastern territory for the calendar year 1908, it may be stated that a detailed showing is made in Complainant's Exhibits No. 37, 44, 47 and 48.

Before contrasting the revenue to the cost of the service, we shall, for convenience, set forth herein recapitulated portions of said exhibits.

Total gross tonnage moved Ogden to Sparks, distance 538½ miles, January 1 to December 1, 1908, 1,816,346 tons.

This tonnage was moved in 51,845 cars and 1,279 trains.

Average weight of car used in finding net weight of contents, 18 tons.

Gross weight of cars, 933,210 pounds.

Net weight of freight, 883,237 pounds.

For the year 1907 on the Central Pacific Railway, Mr. Seger shows that 79.3 per cent was commercial and 20.7 per cent was company freight.

Applying the same proportion for 1908 we find the commercial freight represented in the above tonnage is 690,407 tons.

Dividing 1,279 trains into the above commercial freight tonnage, we have an average of 539.9 tons per train.

The average cost of operation per freight-train-mile on the Central Pacific Railway in 1907 (as shown by Seger) was \$2.36.

The average cost of operation per train-mile on the Central Pacific in 1907 (as shown by annual report) was \$1.77, while the average cost in 1908 is shown to be \$1.989, or an increase in cost of 12.36 per cent.

Applying the 12.36 per cent increase to the \$2.36 and we find the average cost of operation per freight-train-mile for the year 1908 is \$2.65.

Applying \$2.65 cost per freight-train-mile to the number of miles, Ogden to Sparks, 538.5, and we find the average cost of operation (all expenses) of moving one train from Ogden to Sparks is \$1,427.02.

Dividing 539.9 tons per train into \$1,427.02, the cost per train, and we find the average cost of operation per ton of commercial freight from Ogden to Sparks is \$2.64, or if further divided by 538.5, the mileage, 4.88 mills per ton-mile.

[NOTE—If the company freight was included, the average per train would be 690 tons instead of 539.9 and divided into \$1,427.02, the cost per train, we find the average cost of operation per ton from Ogden to Sparks is \$2.08, or if divided by 538.5, the mileage, 3.85 mills per ton-mile.]

The Southern Pacific Company received as its proportion of the rates covering the movement of 23,322 tons of commercial freight from all eastern territory to Reno in 1908, an average revenue of \$11.51 per ton, or 4.3 times the average cost of service from Ogden to Reno.

If rates no higher than Pacific coast terminal rates had been in effect to Nevada main-line points, and covered the movement of the said 23,322 tons of commercial freight from Ogden to Reno in 1908, the average revenue accruing to the Southern Pacific Company would have been \$7.63 or 2.9 times the average cost of service.

Briefly the foregoing deductions indicate the scientific and conclusive manner in which the earnings and expenses covering west-bound business have been segregated and assigned to the Central Pacific mileage from Ogden to Sparks.

Cost and Revenue

Applying the average operating expenses of 4.88 mills per ton per mile to Nevada main-line points according to respective distances of west-bound haul from Ogden and contrasting therewith \$11.51 and \$7.63, the average revenue heretofore shown, the results obtaining are interesting and instructive.

The following tables express the matter forcefully:

TABLE NO. 1

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 4.88 mills per ton per mile	Average revenue per ton on basis of actual amount received from west-bound business at Reno, 1908	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.53	\$11.51	4.6	95.4
Cobre	137.5	.87	11.51	6.0	94.0
Wells	174.8	.85	11.51	7.5	92.5
Elko	226.3	1.10	11.51	9.5	90.6
Palisade	256.6	1.23	11.51	10.7	89.3
Battle Mountain	306.5	1.49	11.51	13.0	87.0
Golconda	348.3	1.69	11.51	14.7	85.3
Winnemucca	365.0	1.78	11.51	16.0	84.0
Imlay	398.0	1.94	11.51	17.0	83.0
Lovelock	438.0	2.13	11.51	18.5	81.5
Hazen	494.2	2.41	11.51	21.0	79.0
Reno	540.0	2.64	11.51	23.0	77.0

NOTE—It will be observed that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Compare these figures with those in columns 5 and 6. They indicate conclusively that the old rates are grossly exorbitant.

TABLE NO. 2

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 4.88 mills per ton per mile	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.53	\$7.63	7.0	93.0
Cobre.....	137.5	.67	7.63	9.0	91.0
Wells.....	174.8	.86	7.63	11.0	89.0
Elko.....	226.3	1.10	7.63	14.5	85.5
Palisade.....	256.6	1.23	7.63	16.0	84.0
Battle Mountain.....	306.5	1.49	7.63	19.0	81.0
Golconda.....	348.3	1.69	7.63	22.0	78.0
Winnemucca.....	365.0	1.78	7.63	23.0	77.0
Imlay.....	398.0	1.94	7.63	25.5	74.5
Lovelock.....	438.0	2.13	7.63	28.0	72.0
Hazen.....	494.2	2.41	7.63	31.5	68.5
Reno.....	540.0	2.64	7.63	34.5	65.5

NOTE—Attention is directed to the fact that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Contrast these figures with those in columns 5 and 6 and they indicate that Pacific Coast terminal rates applied at Nevada main-line points are unreasonably high and more than a fair compensation.

The following table is made on the basis of 3.85 mills per ton per mile, the average cost of operation covering the movement of all freight business (company and commercial) from Ogden to Sparks in 1908. Cost of operation per ton is shown from Ogden to Nevada main-line points, after which the cost is compared with \$7.63, the average Pacific coast terminal rate revenue, and the operating results set forth in percentages.

TABLE NO. 3

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 3.85 mills per ton per mile	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.45	\$7.63	6.0	94.0
Cobre.....	137.5	.53	7.63	7.0	93.0
Wells.....	174.8	.67	7.63	9.0	91.0
Elko.....	226.3	.87	7.63	11.5	88.5
Palisade.....	256.6	.975	7.63	13.0	87.0
Battle Mountain.....	306.5	1.18	7.63	15.0	85.0
Golconda.....	348.3	1.34	7.63	17.5	82.5
Winnemucca.....	365.0	1.40	7.63	18.5	81.5
Imlay.....	398.0	1.54	7.63	20.0	80.0
Lovelock.....	438.0	1.68	7.63	22.0	78.0
Hazen.....	494.2	1.90	7.63	25.0	75.0
Reno.....	540.0	2.08	7.63	27.0	73.0

NOTE—The company's reports show that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Contrast these figures with those in columns 5 and 6, and the result is clear at a glance.

The following table is made on the basis of 7 mills per ton per mile, the average cost of operation (all expenses) of the commercial freight business of the Southern Pacific system as a whole. Included therein is the extraordinarily expensive operation of the freight-train service over the Sierra Nevada, Tehachapi and Siskiyou mountains, numerous branch lines, local freight-train service, and the expenses incidental to the handling of company freight, the tonnage of which did

not enter into the calculation in finding the average commercial ton-mile cost. Cost of operation per ton is shown from Ogden to Nevada main-line points according to respective distances, after which the costs are contrasted to \$7.63, the average Pacific coast terminal rate revenue, and the operating results set forth in percentages.

TABLE NO. 4

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 7 mills per ton per mile	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.79	\$7.63	10.5	89.5
Cobre.....	137.5	.96	7.63	12.5	87.5
Wells.....	174.8	1.22	7.63	16.0	84.0
Elko.....	226.3	1.58	7.63	21.0	79.0
Palisade.....	256.6	1.79	7.63	23.5	76.5
Battle Mountain.....	306.5	2.15	7.63	28.0	72.0
Golconda.....	348.3	2.44	7.63	32.0	68.0
Winnemucca.....	365.0	2.58	7.63	34.0	66.0
Imlay.....	396.0	2.79	7.63	36.0	62.0
Lovelock.....	438.0	3.06	7.63	40.0	60.0
Hazen.....	494.2	3.46	7.63	45.0	55.0
Reno.....	540.0	3.78	7.63	50.0	50.0

NOTE—Attention is directed to the fact that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Compare these figures with those in columns 5 and 6 and they prove conclusively that Pacific coast terminal rates applied as the maximum at Nevada main-line points are unreasonably high and more than a fair compensation.

The following table is made on the assumption that the cost of operation of west-bound transcontinental freight, moving in maximum trainload lots, does not exceed 2.26 mills per ton per mile from Ogden to Reno, 4.52 mills from Reno to Sacramento and 2.50 mills from Sacramento to San Francisco, or an average of 2.74 mills from Ogden to San Francisco. Cost of operation per ton is shown from Ogden to various important main-line points, after which the costs are contrasted to \$7.63, the average Pacific coast terminal rate revenue, and the operating results set forth in percentages.

TABLE NO. 5

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 2.26 mills to Reno, 4.52 mills to Sacramento, 2.50 mills to San Francisco	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Elko.....	226.3	\$0.51	\$7.63	6.7	93.3
Winnemucca.....	365.0	.82	7.63	11.0	89.0
Hazen.....	494.2	1.11	7.63	14.5	85.5
Reno.....	540.0	1.22	7.63	16.0	84.0
Sacramento.....	696.0	1.92	7.63	25.0	75.0
San Francisco.....	786.0	2.15	7.63	28.0	72.0

NOTE—Attention is directed to the fact that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Compare these figures with those in columns 5 and 6 and they indicate conclusively that transcontinental rates to Pacific coast terminals are certainly more than a mere trifle above "cost of transportation," and that in fact, they are, considering "all expenses," highly compensatory.

The foregoing tables prove conclusively the merits of our earnest contention for the absolute enforcement of the fourth section.

Proposed Rate Fully Compensatory

The relationship of earnings to expenses is set forth so clearly and simply that only a superficial study of the tables should be necessary to convince even the most skeptical that the application of higher than Pacific coast terminal rates, on west-bound transcontinental business to all intermountain transcontinental-line points, is nothing less than a clumsily devised scheme "to get the money," irrespective of the value of the service, and without regard to the unreasonable burden cast upon the people by these discriminatory and unlawful rates.

To contend that such a scheme of rate-making as this should be maintained in the interest, mainly, of the railroads and a few jobbers immediately on the Pacific coast line is monstrous and entirely beyond any conception of justice and fair dealing on the part of the railroads reaching the Pacific coast in discharging their duty as common carriers to the people of the intermountain territory.

Tables 2, 3, 4, and 5 indicate, when the relationship of the cost of the service to revenue is compared with the average for the system as a whole, that Pacific coast terminal rates applied as the maximum at Nevada main-line points would be unreasonably high and that the said west-bound transcontinental freight moving from eastern territory to San Francisco is—instead of returning merely a trifle above the "cost of transportation"—highly compensatory.

Present Rates Cannot Justly Be Maintained

Having accurately shown, in the foregoing tables, from various standpoints, the cost of the service and the net revenue accruing from operation on the basis of actual operations determined from a representative movement of freight from Ogden to Sparks and Reno, and having found that the application of Pacific coast terminal rates at Nevada main-line points are unreasonably high and more than a fair compensation, what possible justification can there be—assuming that our showing is approximately representative of conditions on the lines to the north and south of us—for the maintenance of higher than terminal rates at transcontinental-line points in Nevada, Washington, Oregon, California, Arizona, Utah, Idaho, Montana, Wyoming, Colorado, and New Mexico?

There is, in fact, no justification upon the basis of the insufficient showing on the question of fact made by the carriers in the fourth section case, or in the intermountain rate cases which will authorize the Interstate Commerce Commission in exempting the Pacific coast carriers from the absolute enforcement of the fourth section of the act to regulate commerce.

Conclusion

We therefore respectfully petition the honorable members of the Interstate Commerce Commission to deny the aforesaid thirteen "Countiss" applications, in behalf of the transcontinental carriers west of Chicago for exemption from the provisions of the fourth section of the act to regulate commerce and in addition to the literal enforcement of the said fourth section, to find within Pacific Coast terminal rates—assuming that, by reason of the enforcement of the said fourth section, they will automatically apply as the maximum at all Nevada main-line points—a reasonable scale of class and commodity rates to cover the movement of west-bound transcontinental freight traffic.

Perhaps this can be done best by dividing the intermountain territory into zones from Colorado common-point territory westward—Nevada to be made up of two zones with Beowawe as the dividing line on account of better equalization of mileage and territory between Ogden and Reno—and prescribing reasonable schedules of class and commodity rates to apply as maximum from each eastern defined territory to the said newly defined intermountain zones or territories.

J. F. SHAUGHNESSY,
First Associate Commissioner.

Following is a copy of the opinion and order of the Interstate Commerce Commission in the Reno and Phoenix cases which, it will be observed, is based upon the fourth section of the act to regulate commerce, as amended June 18, 1910, and not upon the reasonableness of the rates as made in the Reno Rate Case:

BEFORE THE INTERSTATE COMMERCE COMMISSION

APPLICATIONS FOR RELIEF UNDER THE FOURTH SECTION:

Nos. 205, 342, 343, 344, 349, 350. and 352.

No. 1665

RAILROAD COMMISSION OF NEVADA

v.

SOUTHERN PACIFIC COMPANY ET AL.

No. 1796

MARICOPA COUNTY COMMERCIAL CLUB

v.

SANTA FE, PRESCOTT & PHOENIX RAILWAY COMPANY ET AL.

Submitted March 22, 1911. Decided June 22, 1911.

1. Previous order herein as to class rates from points in eastern defined territory to points in Nevada allowed to stand; but as to commodity rates an adjustment of the relation between such rates to the Pacific coast and the rates to interior Nevada points should be made under construction of present fourth section.
2. Comparison of provisions of old fourth section and new fourth section made, and the varying views considered and discussed; and the amended fourth section held to be a provision of law within the proper scope of congressional jurisdiction.
3. The proviso authorizing this commission to permit exceptions to the general prohibition of the fourth section is not a grant of arbitrary or absolute power, but its exercise must be limited and conditioned upon the presence in special cases of conditions and circumstances which would make such exceptions legal and proper and in no wise antagonistic to other provisions of the act.
4. It must be affirmatively shown by the carriers seeking such exception that injustice will not be done to intermediate points by allowing lower rates at the more distant points.
5. The intentment of the amended law is to make its prohibition of the higher rate for the shorter haul a rule of well-nigh universal application from which this commission may deviate only in special cases and then to meet transportation circumstances which are beyond the carriers' control.
6. Survey of the facts involved in the transcontinental situation made; history of the long-fought struggle between the transcontinental railroads and the ocean carriers given; leading up to the present basis of rail rates from the Atlantic seaports to the Pacific coast; and *Held*, That in the light of this history it is not to be gainsaid that the transcontinental lines must give consideration to sea competition.
7. Upon the facts disclosed by the record. *Held*, That the carriers herein involved have not shown that undue discrimination was not effected by their rate adjustment between points in Nevada and points in California, nor have they established that the rates to the coast cities, if extended by them from eastern points outside the zone of water influence, are not fully compensatory. Transcontinental carriers ordered to readjust their present rates from eastern defined territories to intermediate points as compared with such rates from said territories to Pacific coast points.

Cleveland H. Baker, J. F. Shaughnessy, and H. F. Bartine for Railroad Commission of Nevada.

F. A. Jones for Maricopa County Commercial Club and Arizona Commercial Association.

George J. Stoneman and E. S. De Pass for Arizona Railway Commission.

Edward Chambers, Gardiner Lathrop, and G. T. Nicholson for Atchison, Topeka & Santa Fe Railway Company.

Hale Holden and E. C. Lindley for Chicago, Burlington & Quincy Railroad Company.

N. H. Loomis, P. L. Williams, C. W. Durbrow, W. W. Cotton, G. W. Luce, H. M. Garwood, J. C. Stubbs, and H. A. Scandrett for Union Pacific Railroad Company, Oregon-Washington Railroad & Navigation Company, Oregon Short Line Railroad Company, and Southern Pacific Company.

J. P. Blair for Morgan's Louisiana & Texas Railroad & Steamship Company.

James C. Jeffery for Missouri Pacific Railway Company and Denver & Rio Grande Railroad Company.

H. C. Barlow for Chicago Association of Commerce.

Louis D. Brandeis, D. O. Ives, and S. C. Mead for Merchants' Association of New York, Boston Chamber of Commerce, and 16 other eastern commercial organizations.

Edward M. Cousin for The Dalles, Centralia & Chehalis, and Willamette Valley Railway Exchange.

R. H. Countiss for Transcontinental Freight Bureau.

P. W. Coyle for Business Men's League of St. Louis.

N. B. Kelly for Philadelphia Chamber of Commerce.

E. J. McVann for Omaha Commercial Club.

J. N. Teal for Portland Chamber of Commerce, Seattle Chamber of Commerce, and Tacoma Traffic Association.

James J. Wait for Chicago Association of Commerce.

E. E. Williamson for Shippers' Association of Cincinnati.

Miner P. Goodrich for San Pedro Traffic Bureau.

SUPPLEMENTAL REPORT OF THE COMMISSION

LANE, *Commissioner*:

It is now nearly a year since the commission issued its order establishing class rates from eastern points to stations in Nevada and Arizona. These decisions are reported in 19 I. C. C. Rep., 238 and 257. At that time it was announced that the question of commodity rates was reserved for later consideration. The contention of Nevada had been that under all provisions of the act to regulate commerce the rates extended by the railroads to the Pacific coast terminal cities, such as Sacramento and San Francisco, should be granted to Nevada. By reference to the previous report it will be seen how insistent was the claim that to charge any higher rate to Nevada points than was given to Sacramento was a violation of the fourth section of the act prohibiting lower rates at the more distant point; that there was no such water competition at these coast terminals as justified the preferential rates given to them; that the rates to the coast were in fact reasonable and not abnormally low; that this was recognized by the carriers in making their divisions east of Ogden in that they accepted upon business destined to points in Nevada the same divisions upon transcontinental traffic as when destined to the coast terminals; and that whatever shadow of water competition remained which was potent in reducing the rate below a fully normal standard of reasonableness was more than offset by the shorter haul to the interior points, making the coast rate a reasonable one for the shorter haul to this intermountain country.

After considering very fully these propositions the commission came to the determination that rates on traffic between the Atlantic and Pacific coasts were affected by the presence of the ocean, and while the carriers made a blanket class rate to coast terminals upon a \$3 scale (the blanket covering the whole of the continent from Denver, Colo., to Portland, Me.), a reasonable first-class rate to Reno, Nevada, would be \$2.90 from Chicago and \$3.50 from New York. The railroads have construed this finding to mean that a maximum reasonable rate from ocean to ocean by rail would be \$3.70, and have notified the commission that upon such a basis class rates would be graded down in accordance with the requirements of the fourth section.

Before the commission came to deal with the matter of commodity rates, Congress amended the fourth section of the act with this very intermountain situation distinctly in mind, as the Congressional debates disclose. Accordingly, after further hearings had been had with reference to commodity rates, the commission went into an extensive inquiry as to the justification which the carriers could give for charging higher rates at intermediate than at terminal points.

At the time the last report in this case was issued the commission had before it the alternative of fixing a low scale of class rates and making no exceptions thereto by the establishment of commodity rates, or the allowance of a high scale of class rates and taking from the classification a number of articles upon which special commodity rates would be fixed as exceptions to the classification; the latter, as is generally known, being the manner by which the carriers themselves throughout the years have adapted their rates to the movement of traffic; the foundation of a railroad tariff being its classification upon which is imposed a scale of graded rates with reference to such classification. Commodity rates are in essence exceptions to the classification based upon a belief in the economic expediency of such course. For reasons that it is not necessary here to present—notably the fact that the carriers had theretofore extended a large number of com-

modity rates to certain intermountain points, the commission saw fit to follow the latter of these two methods, and, allowing a high scale of class rates, purposed proceeding to the establishment of a number of commodity rates adapted to the commercial needs of the Nevada shippers. Reno, it will be recalled, had but two or three score of such commodity rates, while Salt Lake on the east had something more than 200, and Spokane on the north some 600, while the terminal cities had commodity rates upon over 3,000 different articles. Nevada's demand was that she should be placed on a parity with her western neighbors, that all of the commodity rates given to them should be extended to her. The commission was proceeding to make such selection of commodities as seemed proper when the law was amended as already noted, so that there arose the third alternative of giving application to the fourth section so far as Nevada's traffic was concerned.

We have decided to allow our previous order as to class rates to stand, and, instead of fixing commodity rates, proceed in accordance with the appeal of the original complaint, but more particularly in compliance with our understanding of the meaning of the new fourth section to seek an adjustment of the relation between the rates to the coast cities and the rates to the interior points.

For convenience the new section 4 and the old section are here placed in parallel columns, the words omitted from the old section being in italics, while those inserted in the new section are likewise placed in italics:

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, *under substantially similar circumstances and conditions*, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however*, That upon application to the commission *appointed under the provisions of this act*, such common carrier may, in special cases, after investigation *by the commission*, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section *of this act*.

SEC. 4. (As amended June 18, 1910.) That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers, or of like kind of property, for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, *or to charge any greater compensation as a through route than the aggregate of the intermediate rates subject to the provisions of this act*; but this shall not be construed as authorizing any common carrier within the terms of this act to charge or receive as great compensation for a shorter as for a longer distance; *Provided, however*, That upon application to the Interstate Commerce Commission such common carrier may in special cases, after investigation, be authorized *by the commission* to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section: *Provided, further, That no rates or charges lawfully existing at the time of the passage of this amendatory act shall be required to be changed by reason of the provisions of this section prior to the expiration of six months after the passage of this act, nor in any case where application shall have been filed before the commission, in accordance with the provisions of this section, until a determination of such application by the commission.*

Whenever a carrier by railroad shall in competition with a water route or routes reduce the rates on the carriage of any species of freight to or from competitive points, it shall not be permitted to increase such rates unless after hearing by the Interstate Commerce Commission it shall be found that such proposed increase rests upon changed conditions other than the elimination of water competition.

In accordance with the requirements of this provision the transcontinental carriers, parties herein, filed applications within the prescribed period asking for relief from the drastic prohibition of the fore part of this section, and offering

justification for the existence of higher rates at stations in Nevada than at Sacramento and San Francisco, the more distant points. These applications came up for consideration with the new hearing on this case, and not only was extended argument had thereon, but new evidence was taken as to those peculiar conditions obtaining on the Pacific coast which might justify departure from the law's command.

THE NEW FOURTH SECTION

Before proceeding to the consideration of the facts it may be well to ask what this new law means.

It would avail nothing useful to review the many constructions which have been urged upon the commission. They vary in plausibility and lead to different ends. One of the most interesting is that presented by a group of shippers who urge that by the elimination of the words "under substantially similar circumstances and conditions" Congress has deprived the commission of any standard by which it can determine whether a carrier shall be granted relief; for without these words as a guide, and no other standard being substituted, the provision becomes a clear delegation of legislative power which may be exercised arbitrarily, and therefore the proviso under which exceptions may be allowed becomes void and the section stands as if the proviso did not exist—an absolute long-and-short-haul provision. This, it is said, was done with purpose, indeed with cunning. The section was the result of a compromise between the two elements in the national legislature which had been compromising as to this section ever since the act to regulate commerce was first proposed. There have been those who favored an absolute prohibition and those who favored a prohibition with exceptions. When these two forces met, after long and fruitless discussion, the present compromise section was suggested. This, it is said, was acceptable to the radicals—the absolutists, so to speak—for they believed that without these words, "under substantially similar circumstances and conditions," in the act the proviso would be unconstitutional and the provision would become clearly mandatory and a perfect prohibition against the charging more for the shorter than the longer distance. Quite naturally there is a still further view presented, that if the proviso is unconstitutional and falls for this reason the entire section is destroyed.

From these extreme views there are modifications of varying degree, with all or any of which it seems now unnecessary to deal. This commission is performing a function for Congress which the legislature itself cannot directly exercise because of the multiplicity of its duties. We are not inclined to any view which renders the act of Congress unconstitutional, much less do we look with kindness upon a construction which makes the act of Congress absurd.

PURPOSE OF CONGRESS

The simple truth is that Congress determined upon strengthening the long-and-short-haul section. Members of Congress representing those portions of our country against which there was the greatest discrimination presented amendments to the fourth section that would make it rigid, inflexible, absolute. Against these amendments the carriers themselves made protest that was supported with reason. The commission itself, although the opportunity had frequently been presented to it, has never indorsed a rigid long-and-short-haul section. Indeed, the present provision is drawn along lines which received the tentative approval of the commission. Because those who advocated the absolute clause realized that there might be certain circumstances under which such a provision would do grave injustice to the carriers, they yielded to those who were in opposition to such a provision. At the same time, however, they insisted that the long-and-short-haul section should be made more strong, more certain, and more effective. It was their complaint that by reason of the construction that had been given to the language "under substantially similar circumstances and conditions" the courts had devalitized this provision of the law and had rendered it of no value either to the south or to the far west, where its provisions were most needed. The result of this fusion of ideas was the present section, which was supposed to represent two things: The elimination of the words which had by judicial interpretation played, as it was believed, such havoc with the law; and, on the other hand, the stiffening of the fore part of the section, which was its vital portion. In short, Congress intended that the law should say that, as a general rule, there should be no lesser charge to the more distant point, but it was not willing to say that there should not be some exceptions to this rule. The railroads, however, were not to make these exceptions themselves. Such exceptions were to

be made only upon petition to the commission upon public justification being shown.

Here, however, we come to the criticism that a standard is not set by which this commission can say whether an exception shall be made or not; in other words, that the fourth section, instead of being one which lodges the power in the commission subject to a fixed criterion, vests such power to make exceptions arbitrarily in the commission, subject only to its own caprice. The latter is a construction of this law abhorrent to the theory of our institutions, and, certainly not to be presumed as the one which Congress intended; and we venture the thought that a study of the history of this section since 1887 and the debates thereon in Congress, more especially the consideration that was given to this provision during the session of 1910, lead to a construction that is more simple, and entirely consonant with the power of Congress and with the theory of the entire act.

Clearly section 4 is at least a continuance of the stringent prohibitions against discrimination which are found in the preceding sections. In section 2 the carriers are told that they must not prefer one individual over another in the matter of rates. This is an "equality clause," as the English courts style it, and it was taken from their law. All men for the same service are to have the same rate. And then, moving on to the next section, we find it made unlawful to give a preference, not only to a person but to a locality or to a particular description of traffic. Naturally, all traffic cannot be treated alike, nor all communities given the same rates, so that the prohibition against these forms of discrimination is limited by the expression that such preferences or advantages which are undue or unreasonable are not to be permitted. Because these words "undue" and "unreasonable" are used in the statute, it does not follow that the Congress attempted to lodge arbitrary power in the hands of the commission in deciding when a preference was undue, nor can it be said that the presence of these qualifying words in any way minimizes the very direct declaration of Congress that there should be no preference as between localities. Congress itself could have undertaken to make rates, to establish relationships between communities and between commodities. Because of inconvenience this method was not followed, but it laid down certain rules which its administrative representatives must follow, and we may take into consideration those various circumstances which properly would have acted upon the mind of the legislature in determining what was unreasonable, undue, or unjust. We cannot act arbitrarily, for we must have reason. The exercise of judgment necessarily implies some play for the individual mind, for all men will not come to the same conclusion from the same set of facts; they do not see with the same perspective nor regard things from the same standpoint.

Now, the Congress has pursued, it seems to us, precisely the same theory in regard to the fourth section that is pursued in regard to the first, second, and the third sections. The fourth is but a definite continuation of the policy it was announcing throughout the whole act. Discriminations must stop, viz, undue discriminations. Preferences and advantages must be put an end to—those, to be sure, that are undue and unreasonable. The rule is absolute; but there is a modification to this rule which allows the exercise of a wise and a judicial discretion. So with reference to the long-and-short-haul section. It is in its nature a discrimination for a community that is nearer New York to be charged a higher rate upon freight from New York than a community that is at a greater distance from New York, the same line being used for the traffic. Upon its face nothing could appear more unjust than the relationship that exists between the intermountain cities such as Reno and the coast cities such as San Francisco.

And Congress 24 years ago, having in mind such situations throughout the country (for this the debates and the Cullom report evidence), sought to condemn such discrimination, and for the public welfare to put an end to a situation that was so provocative of complaint and create such friction between the shipping public and the transportation agencies. The state has an interest of the highest order in securing harmony of relationship between the railroads, which are the people's highways, and the shipping public. It has a political interest in seeing that communities are not embittered against each other; that the people of Nevada, for instance, do not feel that they are oppressed and placed at a disadvantage by reason of favors extended to their neighbors on the west of them by the railroads. No one can doubt that it is within the proper function of the State to make rules by which peace will be

established between cities as between individuals, and this commission was erected so that there might be a tribunal to which appeal could be made by that community which felt itself wronged by reason of an advantage given to a rival community. For 20 years this commission has labored to secure laws and their enforcement which will lead to the destruction of those preferences as between individuals, which were a cause of a bitterness between business rivals, and within the last few years we have indulged the confidence that the practices under which such preferences thrived had fallen into neglect and some degree of disgrace. The more difficult labor of the commission latterly has been to adjust difficulties as between communities, and we have as one guide in this respect the fourth section of the act. Congress felt the old section to be inadequate; it substituted another; it cast the burden upon the carrier of establishing its right to an exception from the general rule which it lays down and to which it expects adherence—the shorter haul shall not be charged the higher rate. So, as we feel our way back through the vast mass of legislative and judicial construction touching this particular section of the act (which in most part serves more to confuse than to clarify the problems confronting us), we come at the end of the long and devious journey to section 4 as originally reported by the Cullom committee in 1886. The Senate select committee, of which the now venerable Senator Cullom was chairman, found itself in precisely the same state of mind relating to this problem that we know by Congressional history to have been that of the last Congress which dealt with this problem, for in the Cullom report it is said that—

No question which can enter the problem of railroad regulation has given the committee more perplexity than that relating to the utility and expediency of legislation prohibiting a carrier from charging more for a shorter than a longer haul under any circumstances: not that we have any doubt as to the injustice of such a charge under most circumstances, but because it seems inexpedient to enforce such a regulation under all circumstances.

Being, therefore, of the mind that there should be such a general rule, subject, however, to proper exceptions, the Cullom report suggested this section 4:

Section 4. That it shall be unlawful for any common carrier subject to the provisions of this act, to charge or receive any greater compensation in the aggregate for the transportation of passengers or property for a shorter than for a longer distance over the same line in the same direction, and from the same original point of departure, if such greater charge for the shorter distance constitute an unjust discrimination; but such greater charge for a shorter distance shall be presumptive evidence of unjust discrimination, which may, however, be rebutted by the common carrier.

Upon application to the commission appointed under the provisions of this act, such common carriers may, in special cases, be authorized to charge less for longer than for the shorter distances for the transportation of passengers or property, and the commission may, from time to time, make general rules covering exceptions to any such common carrier in cases where there is competition by river, sea, canal, or lake, exempting such designated common carrier from the operation of this section of this act; and when such exceptions shall have been made and published they shall have like force and effect as though the same had been specified in this section.

The language of this first paragraph reveals the philosophy upon which this section was originally based. The Congress is continuing its declaration of antagonism to unjust discrimination. This provision is not a distinct and separable part of the act; it is but one declaration or pronouncement as to what Congress regards as inimical to public policy. Instead of allowing this kind of discrimination to remain in obscurity as others are, the law separates and distinguishes it by naming it. To charge more for the shorter haul over the same line shall be presumptive evidence of unjust discrimination, and the burden is cast upon the carrier justifying a condition which is *prima facie* unlawful and unjust.

If, now, we turn again to the new section 4 and read the first paragraph again, we see that it varies in no degree whatever in spirit and intent from this section reported to the Senate nearly 25 years ago. We have reverted to the idea of an earlier day, broadened, perhaps, slightly. The test which the commission must now apply to determine whether the carrier may be given the advantage of an exception to the general rule of section 4 is the same test that it may apply with respect to any other discrimination or inequality. There is incorporated in section 4 every standard set up by Congress as a guide to this commission which is to be found in any section of the act. And the leeway or discretion which may properly be exercised by this commission under any other section may properly be exercised under this section. For instance, it is for us, acting within the limitations of the law, to determine what is a reasonable practice for a common

carrier to pursue. This calls for the widest exercise of discretion. And if our judgment is arbitrary, or we transcend those limitations properly binding such a tribunal, our act may be set aside. But in every decision of this commission, under any section whatsoever, there enters the element of personal judgment, just as in every verdict of a jury the result is colored necessarily by the mental attitude and experience of the juror.

CONSTITUTIONALITY

The commission has not been left without a proper test to apply: The test of justness, of reasonableness, of discrimination, of preference and advantage; the test of fair play as between communities. With this construction of the statute, which is historically supported, as well as by those more or less variable measures known as the canons of statutory construction, the statute becomes both practicable and constitutional; we are neither forced to disregard it as a whole nor to eliminate any of its provisions; it does not become an absolute long-and-short-haul section, because the proviso permitting of exceptions remains; the provisional clause does not relegate the entire section to the limbo of unconstitutionality, because we find that it may be administered in thorough harmony with the whole act, part of which it is; and the tests and standards to be applied are not matters of fancy, but are the express and positive words in the law itself. In short, Congress has undertaken to specify distinctly one practice which it wishes especially to destroy and charges this commission not to permit it to obtain unless such discrimination, such preference, such practice may be shown not to be a discrimination that is unjust, a preference that is undue, or a practice that is unreasonable, because of peculiar facts and conditions.

All the burdens of establishing these justifying conditions are cast upon the carriers; the doubts are to be resolved against them; the wish of Congress is expressed and clear. The carrier may no longer float along as under the old section, needing no other justification for its policy than its own conscience, but must set forth clearly what it is doing and convince those constituted to judge that this exceptional policy in a special case is in harmony with the intent of Congress that communities shall be treated fairly, one with relation to the other. The more distant community shall not be preferred over the nearer one because it may please the carrier to develop the one and retard the other. As it costs more to carry traffic a longer distance, so the rate to the farther point shall not be made less than the rate to the nearer point merely because of railroad policy. So far the section establishes a shipper's principle, and is in sympathy with and expressive of the most primary principle of equality. The proviso, however, is primarily for the carrier's benefit; it recognizes that the railroad may engage in competition for traffic to more distant points at lower rates than may be charged to intermediate points without doing injury or injustice to such intermediate points. But to this policy a limit may be, indeed must be, put.

There is in our minds no doubt but that the Congress can put into effect a long-and-short-haul clause, such as is here considered. Similar provisions obtain in the laws of Arkansas, Indiana, Kentucky, Iowa, Massachusetts, Michigan, Minnesota, Nevada, New Hampshire, New Jersey, North Dakota, Ohio, South Carolina, South Dakota, Texas, Vermont, Virginia, and West Virginia. The provision of our law is almost identical with that of Kentucky, which was upheld by the Supreme Court in the case of *L. & N. R. R. Co. v. Kentucky*, 183 U. S. 503, in which the court said (page 515):

But if it be competent for the State, as this argument supposes, to wholly forbid, in every case, and by every carrier, the charging of more for a short than a long haul, it is not easy to see why the State may not permit such charges through the action of a tribunal authorized to investigate the subject and to afford relief in cases deemed proper. Such a provision is *ex gratia*, in the direction of exonerating the carrier from what the argument concedes to be a lawful limitation. Such an exercise of discretion by the Railroad Commission would be no more arbitrary than if the Constitution had authorized the Legislature to allow in special cases a greater charge for the shorter than for the longer distance, and to prescribe the extent of such excess. We are not prepared to accept the view that the Railroad Commission, in acting under section 218, is merely an administrative body, and as such subject to judicial review. It is rather a constitutional tribunal, empowered, upon the application of the carrier, to investigate the special circumstances and conditions which are claimed to justify the relief of the carrier from the operation of this section. It is not compulsory upon the carrier to make such application for relief to the commission. If he does not choose to do so he will continue to operate his railroad under and subject to the constitutional prohibition. If he elects to resort to the commission, he can no more complain that its judgment is final, when it is against his

contention, than the community affected can complain when its judgment is in his favor.

It has been said that while a sovereign State by incorporating such a provision in its constitution could make it the law, it was beyond the power of Congress to enact a statute of this character, in that Congress itself legislates under constitutional limitations. It is not profitable to argue this attenuated proposition. The fundamental right of Congress to regulate the rates and the practices of the carriers engaged in interstate commerce takes from these carriers the power to set up a policy of their own in contravention of the determination of the national legislature. Until a carrier could demonstrate that its property was being confiscated by the enactment of a hard-and-fast long-and-short-haul clause it could not be heard to complain against the enactment of such a law. But this is no such provision. This section as it stands now reveals the mind of the Congress that in fairness to the carriers they may be allowed in exceptional cases to meet exceptional conditions at distant points, but these exceptions shall be controlled, not by the whim of the carrier or by its own desire to give preference or to increase earnings. The public will permit the discrimination against the nearer points if it is reasonably established that the carrier will suffer if such discrimination is not permitted, and, too, that the public will not suffer by such procedure. The proviso of the act is an extension of governmental leniency. It is made in the carriers' interest, and if it were removed from the act there is doubt if the carriers themselves could be heard to complain.

In dealing with this case we shall regard these propositions, therefore, as established:

(1) That the fourth section as amended in 1910 is as a whole constitutional, a provision of law within the proper scope of Congressional jurisdiction.

(2) That the proviso authorizing this commission to permit exceptions to the general prohibition of the section is not a grant of arbitrary or absolute power, but its exercise must be limited and conditioned upon the presence in special cases of conditions and circumstances which would make such exceptions legal and proper and in no wise antagonistic to other provisions of the act.

(3) That it must be affirmatively shown by the carriers seeking such exception that injustice will not be done to intermediate points by allowing lower rates at the more distant points.

(4) That the intentment of the law is to make its prohibition of the higher rate for the shorter haul a rule of well-nigh universal application from which this commission may deviate only in special cases and then to meet transportation circumstances which are beyond the carriers' control; that is to say, a carrier shall not prefer the more distant point by giving it the lower rate because of any policy of its own initiation, but if at the more distant point it finds a condition to which it must conform under the imperious law of competition if it would participate in traffic to that point it may discriminate against the intermediate point without violating the law, provided it establishes such necessity before the commission. But to this discrimination there may be a limit set by the commission. The discrimination may not be such as to offend the reasonable standards of the law, for it is said that the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section.

In what, then, does the new section 4 differ from its predecessor? It is not, perhaps, necessary to answer this question in all possible detail. Two things are obvious: Instead of the burden being upon the complaining shipper to show the injustice done and to parallel step by step the circumstances and conditions at the two contrasted points, the burden now rests clearly upon the shoulders of the carrier to make good its own title to an order of exception; and, further, this important modification, that by the elimination of the words "under substantially similar circumstances and conditions" Congress has taken from the law an embarrassing modification of the prohibition against the higher charge to the intermediate point. Congress cut these words from the act for the same reason that it cast the burden upon the carriers to prove their need for the exception; it wished to reduce the discrimination in rates between points to a minimum and to make the pathway to the exception difficult, and not easy.

REVIEW OF FACTS

We turn now from consideration of the law to a survey of the facts involved in the transcontinental rate situation. It is more than twenty years since this commission was first petitioned to extend to intermediate points the west-bound

rates that were given to Pacific coast terminals. The agitation for a rigid application of the rule that a more distant point should not enjoy a lower rate has persisted throughout the years, manifesting itself before the commission, the courts, and each succeeding session of Congress at which consideration was given to the amendment of the act to regulate commerce. The intermountain country, in which Reno is a typical point, has led in this agitation. A shipper finds it difficult to reconcile himself to paying \$500 a car for the transportation of a carload of merchandise to his own city when that same carload will be carried from the same point of origin through his city to a point 500 miles beyond for \$300. Such a condition appeals to all as *prima facie* unjust. The railroad, however, answers that it grants the \$300 rate, not because it desires to, but under compulsion of water competition, and that the \$500 rate is reasonable for the service that is given to the intermediate point.

The carriers do not deny that upon them rests the burden of establishing the reasonableness of the condition that obtains. Conscious of its apparent unfairness, they insist that it does no injury to the points upon which are imposed the higher rates, and that it would be contrary to the interest of the carriers and to the broadest public policy were the present system changed. We come thus to inquire: What is the transcontinental scheme of making rates, and what are the causes which have produced it? Has there been real competition between rail and water carriers, and what has been its effect? To what extent, if at all, does this present rate scheme rest upon the active rivalry of ocean and rail lines?

WESTERN TERMINALS

If one reverts to the original report in this case and studies the map therein printed, it will be seen that what is known as transcontinental territory extends from Colorado on the west to Maine on the east, and from this blanket the same rates are given practically upon all classes and commodities to what are known as Pacific coast terminal points. Of these latter the principal ones are Seattle, Tacoma, Portland, San Francisco, Los Angeles, and San Diego. In Oregon but two places enjoy these rates—Astoria, at the mouth of the Columbia river, and Portland, at the junction of the Willamette and the Columbia rivers—to both of which points steamships and sailing vessels carrying Atlantic seaboard traffic have easy and constant access. In southern California, San Diego is upon a harbor and is a port of call for steamships engaged in interoceanic traffic. Los Angeles, however, is not upon the sea; at least has not been until recently. The city limits of Los Angeles have now been extended so as to include a strip of land extending from that city to the port of San Pedro, which has become the port of Los Angeles, and the citizens have raised a fund for the improvement of the harbor and its waterfront and the building of a municipal line of steam railroad for the 16 miles between the heart of the city and the water's edge. This anomalous condition of things, however exists—that until a recent order of the commission the little city of San Pedro, through which traffic by water moved to and from Los Angeles, was denied terminal rates, although the city of Los Angeles, which was inland, enjoyed such rates.

Many cities and towns an equal distance from the seacoast but equally accessible thereto do not enjoy terminal rates, and some immediately upon the coast, such as Ventura and Santa Barbara pay higher rates than does Los Angeles. How, then, is this preference of Los Angeles justified? The answer of the railroads is that the benefits of sea competition were extended to Los Angeles by an arrangement between the Santa Fe Railroad and the American-Hawaiian Steamship line, the Santa Fe publishing an extraordinarily low schedule of rates upon traffic transhipped at San Diego and destined to Los Angeles. In 1900 the American-Hawaiian Company put on a line of steamships by way of the Straits of Magellan, and for the last five years has had a considerable fleet engaged in this through business by way of the Tehuantepec Railroad, which is controlled by the Mexican Government. This steamship line stops at San Diego, but does not stop at the port of San Pedro. The Santa Fe Railroad extends to it and other water carriers a schedule of class rates from San Diego to Los Angeles approximately the same as that obtaining over the San Pedro line from San Pedro to Los Angeles, this schedule being based on a 16-cent rate per 100 pounds for first-class traffic. Thus Los Angeles, by a combination of circumstances becomes a "terminal point."

Proceeding northward to central California, the first terminal that we find is San Jose, which is some ten or twelve miles removed from the Bay of San Francisco and cannot be reached by water; but it enjoys the advantage of being upon

the original line of railroad which was built around the southern end of the Bay of San Francisco. Moreover, it is possible to transport freight from San Francisco to San Jose by water and wagon, and by rail, for perhaps \$1 a ton.

Without continuing this inquiry into the geographical position of the various terminals, it may be stated in general that around San Francisco there has been thrown a cordon of terminal points extending from San Jose, on the south, to Marysville, on the north, to which points terminal rates are given—that is, rates which are the same as to San Francisco—but to none of these points do the ocean steamships ply directly in the carriage of west-bound freight. That is to say, although San Francisco is the only city in central California which enjoys direct water competition with the Atlantic seaboard, the railroads serving that city have, as a matter of policy, given to many of her neighbors the same rates that she enjoys, and because of railroad competition the steamship lines which reach San Francisco now give these cities the same rates as are given to San Francisco. The steamships absorb the local transshipment rates from San Francisco to interior points, because it has been railroad policy to establish these additional terminals not directly upon the ocean and not served immediately by the ocean carriers.

The justice of this policy we do not herein pass upon. The city of San Francisco insists most strenuously herein that if the carriers justify a variation from the requirements of the long-and-short-haul section by reason of the fact that ocean carriers can deliver Atlantic seaboard business at that port for a certain figure, it is unfair to extend the advantage which San Francisco enjoys to interior points not equally well situated. The interior cities not so favored say that if such extension is made to these interior bay or river points it should logically be carried farther east to such cities as Reno, Fresno, and San Bernardino, because the granting of those rates to points where they are not compelled is an admission of their reasonableness or else it is a pure matter of railroad policy which effects a discrimination against an actual sea competitive point.

From this rough sketch of the Pacific coast terminal situation it is at once perceived that it is not the result of the rigid application of any principle based entirely upon sea competition, for terminal rates are given to cities which are not upon the ocean, and the railroads themselves in some cases have forced the sea carriers to absorb inland rates in order to meet railroad competition at these interior terminal points. In passing it may be said that the population of California is approximately two and a half millions, of which it is estimated by Mr. Chambers, of the Santa Fe, that two million are at, or within 30 miles of, terminal points.

Turning our eyes eastward and regarding the territory in which originates this traffic, it is at once appreciated that the same rate applies whether the traffic comes from New York harbor or from Chicago or Kansas City. Now, it is not contended that there is any direct water competition from Chicago or Kansas City, or the territory intermediate between the Missouri river and New York. How, then, does it come about that the same rates apply from inland points as from seaports? To answer this question it may be well to look back over the very remarkable history of the long-fought struggle between the transcontinental railroads and the ocean carriers.

THE TROUBLOUS SEA

In 1869, when the Union Pacific and Central Pacific railroads were united at Promontory Point, Utah, there was no such thing as a transcontinental rate, excepting as it was made up of a combination of locals. In fact, at that time it was not expected, so Senator Stanford has testified before a Senate committee, that there would be any real competition between the transcontinental railroad lines and the ocean carriers. The original purpose of constructing the Central Pacific road, so far as its California promoters were concerned, was to carry eastward from the Pacific coast to the interior, and the rates made across the Sierra Nevada mountains were made to meet and overcome the then existing competition of the mule team. It was not the primary purpose to extend this road across Nevada, but only to furnish a means of communication between the city of Sacramento and the rich mining towns along the ridge of the Sierra Nevada and on their eastern slope. Confessedly it was the lure of the government subsidy which induced the extension of this line to the eastward. The purpose of the Central Pacific was to act as the distributor of the ocean-borne freight which was brought into the Bay of San Francisco by sailing ship coming in around the Horn; and for some time following the establishment of this through transcon-

tinental route no serious effort was apparently made to induce the all-rail overland movement of traffic, which did not require especial or express service.

The first through rate published was an open rate of \$8 per 100 pounds, first class. This rate was scaled down, being lower from Pittsburg, and still lower from Chicago and other points. When competition was begun with the clipper ships out of New York, class rates were reduced to a \$6 scale, and these were graded from the east westerly. Commodity rates were also at this time established in an effort to take from the ships important volumes of business. These open rates, however, were found to be unsuccessful in developing any considerable amount of transcontinental business, owing to the fact that whatever rates the railroads made were met by the boat lines. Accordingly in 1877 the Union Pacific and Central Pacific, which worked together in this matter, instituted what is known as the special contract system, under which they published two rate sheets, one known as the "white list" and the other as the "pink list." The white list contained the open or public rate; the pink list contained the contract rate. Contracts were made with individual shippers that if they would give to the railroad line all of their traffic for a year to the exclusion of ocean carriers they would have a rebate down to the figure fixed in the pink list.

The battle began in earnest at this time between the railroads and the ocean lines. Whatever competition there had been before was insignificant when compared with that which followed the year 1877. At that time the railroad interests evidently determined upon driving the ships from the sea, and they very proudly admit that they succeeded in this effort at least to the extent of nullifying or controlling the water competition. The jobbers of the Pacific coast were individually dealt with; their waybills by the water lines were furnished to the railroad, from which it estimated the volume of traffic and the amount of charges paid thereon by the shipper. Upon this basis a rate was made by adding to the ocean charge an additional allowance for the saving in insurance arising out of movement by rail, the saving in interest upon the value of the freight, and an additional amount for the comparative certainty of delivery and expedition. Different rates apparently were made to different shippers. This secret contract system, by which a rate was made to each individual, firm, or shipper, was a logical application of the principle that the carrier should charge what the traffic would bear. For several years this system was successfully pursued with increasing advantage to the railroads; but under the pressure of strong popular agitation, and owing to the fact that the shippers were in many cases found to have broken faith, the railroads determined upon again publishing but one rate. To arrive at this rate they adopted a policy of "harmonization," as it was termed; they averaged the rates upon various commodities which had been charged to various shippers and made a new schedule of rates, from which they varied as emergency might require or expediency advise by the current method of rebating.

Thus far we have taken no account of the Panama route, which had been open and operated since the early days of the rush to the gold fields. This route was in the control of the Pacific Mail Steamship Company. In 1871, hardly two years after the opening of the transcontinental rail route, the Union Pacific and Central Pacific railroads entered into agreement to subsidize the Pacific Mail, buying its space at an agreed figure, and often running the steamships empty. This arrangement was continued until 1881, when the steamship line was turned over to an association known as the transcontinental association, which continued the arrangement until 1893, so that during this period the Panama route offered no serious competition to the rail lines. And to continue the history of this negligible factor in sea competition, it may at this time be said that the Pacific Mail Steamship Company is now controlled, through stock ownership, by the Southern Pacific Company, and has been since the year 1900.

Throughout this period of competition between ocean and rail lines we find this interesting rate condition to have existed: Class rates to Pacific coast terminals increased with the distance and were higher from Atlantic seaboard points than from interior points; commodity rates, however, which were created to meet special conditions at the seaboard—the weapons fashioned for the destruction of the clipper ships—were lower at the ports than at the interior points. In the language of Mr. Luce, of the Southern Pacific—

Commodity rates were scaled up from the seaboard in the first instance, but the class rates were scaled down from the seaboard. There was always a higher class rate from New York than from Chicago, but often a lower commodity rate from New York than from Chicago.

In 1883 a new competitor entered the field—the Sunset-Gulf route, a water line

from New York to New Orleans owned by and connecting with the Southern Pacific line from New Orleans to San Francisco. This new line was looked to by the carriers generally to "take care" of water competition, in the significant language of a Southern Pacific official. It entered upon the work with such heartiness that before long the Pacific Mail alone kept on its perfunctory way between Panama and the Pacific coast terminals. The clipper ship as a competitor had been destroyed, Pacific Mail had been subsidized, and the transcontinental lines were in control of ocean as well as land transportation.

It is the estimate of the Southern Pacific that of all the traffic moving from the Atlantic seaboard to California from 1885 up to 1891 the Sunset-Gulf route carried from 75 to 90 per cent, and of the balance practically all went by rail. The aggressive policy of the Southern Pacific Company in instituting a water line of its own between the Gulf and the Atlantic drove its water competitors out of the field and took from the rail lines all but the most insignificant proportion of transcontinental traffic. Those were the fine free days when "all sorts of rates could be had and all sorts of tariffs could be found."

THE SANTA FE ENTERS THE FIELD

By the year 1885 competition by sea was not more than nominal. In that year, however, the Santa Fe, being completed to Los Angeles, came into the field claiming its share of transcontinental business destined to its new terminal, California. Up to its coming, and for some years prior, commodity rates had been graded up from New York; that is to say, the rates from Pittsburg territory to California, and from Chicago to California, were higher than from New York. The theory of the rail carriers was that they should meet the competition at the point where the competition actually existed—at the seaport. But the Santa Fe had its eastern terminus in Chicago. It found the Sunset-Gulf route carrying practically all of the Atlantic seaboard business at rates below the all-rail rates—at any rate that it chose to fix. In its view it was all well enough for the Southern Pacific to send out from the gulf its own boats that would drive all rivals from ocean, but because it had done this service to the rail carriers it was not to follow that all the traffic was to remain in the possession of the Southern Pacific. Whatever rates, therefore, the Sunset-Gulf route chose to make at New York the Union Pacific and Santa Fe declared they would make from Chicago. This determination of railroad policy was given the name of "market competition."

It was said that the great middle west was building up and should have its opportunity to compete with the Atlantic seaboard for the developing trade of California. The Santa Fe did not reach New York; the Southern Pacific did; the Santa Fe would give to Chicago and to St. Louis and to Kansas City the same opportunity to feed and clothe the people of California that the Southern Pacific gave to the people of New York and Boston. Then followed an interesting rate war, which culminated in 1887 in the installation of a new set of graded rates, this time scaling lower as they receded from the Atlantic seaboard.

The date in this case is significant, for in that year (1887) the act to regulate commerce went into effect. In this connection the testimony given by Mr. Luce, the assistant to the vice-president of the Southern Pacific Company, in response to questions by the chairman of the commission, is illuminating:

The Chairman—You spoke this morning of a truce, or something of that nature, which the carriers entered into just before the passage of the act to regulate commerce, about 1886, I think.

Mr. Luce—Yes, sir.

The Chairman—If I understood you correctly, all special contract rates went out of use about 1881?

Mr. Luce—The special contracts themselves; yes, sir—1881.

The Chairman—And then, between 1881 and the time of this truce, they were published rates?

Mr. Luce—Yes; individual lines published rates.

The Chairman—But they were not adhered to much, as I understand it?

Mr. Luce—Not very much.

The Chairman—I say, by rebate or otherwise—

Mr. Luce (interposing)—They were departed from.

The Chairman—Yes. Now, what was the nature of that truce? What did you mean by that?

Mr. Luce—Just prior to that time that I had in mind; there had been a very severe war in rates. I do not know whether that was the reason of the creation of this commission or not, but the struggle had been very disastrous; two or three lines, I think, were very much crippled, going into the hands of receivers; and just before

the act was passed, effective in April, 1887. I think, the lines got together and said, "Here let us stop this foolishness; let us have some standard of rates and see what we can do on that basis." I believe the rates were made 50 per cent of the old tariff rate that had been used for two or three years. I presume the carriers thought that it would not be judicious to put their rates right up to standard 100 per cent, so they decided on a 50 per cent tariff.

The Chairman—You mean 50 per cent more than the published rate, or 50 per cent of the published rate?

Mr. Luce—Of the published rate. The class rate at that time moved a great deal of the traffic. The commodity rates were not as many, nearly as many, as they are today. The commodity list has grown, as all know, year by year. I believe in 1894 there was something like 2,000 commodity rates, whereas today, as stated, there are about 3,300 or 3,500 articles upon which commodity rates apply.

The Chairman—Now, about what was the rate on first class along in the eighties, just before this truce of which you speak?

Mr. Luce—I think the rate from—

The Chairman (interposing)—From New York to San Francisco?

Mr. Luce—I think the rate from New York was on a \$6 scale in those days, or \$5. I will not be sure. It seems to me it was a \$6 rate from New York, and I think \$5 from Chicago.

The Chairman—Then that resulted in putting in about a \$3 rate on first class,

Mr. Luce—Yes. I do not recall whether the through rate from New York was put down on a 50 per cent basis or whether that 50 per cent applied only from Chicago, but my impression is that it applied from New York, although I won't be positive as to that.

Mr. Lyon—I have the rate from New York, July 18, 1887, if you want it—\$3.

The Chairman—That is about what it was made when the act took effect.

Mr. Luce—Yes.

Mr. Lyon—It was \$2.10 from the Missouri river, \$2.30 from the Mississippi river, \$2.40 from Chicago, and \$2.50 from Buffalo, and \$3 from New York on July 18, 1887.

Mr. Luce—That probably was not 50 per cent, then.

The Chairman—That means your published rates, which your line had published up to that time in the eighties, were probably about twice that much?

Mr. Luce—Yes, sir.

The Chairman—And yet that was an effort to bring about a stability of rates, and to get more out of the traffic than you had been getting during this war. I suppose?

Mr. Luce—Yes, sir.

The Chairman—So that as a matter of fact, prior to that, you had not been getting even as much as the \$3 basis, or the 50 per cent basis?

Mr. Luce—No, sir.

The Chairman—It was a general departure from the so-called published rates of more than 50 per cent?

Mr. Luce—Oh, yes.

The Chairman—More than cut in two?

Mr. Luce—Yes. The Sunset in those days made a rate sometimes of 50 cents a hundred pounds on everything. I know we did east-bound. I think I hold the record on carrying from New York the cheapest carload that was ever carried. It was a carload of bamboo steamer chairs. I quoted a rate of 50 cents, and I think the entire carload from New York brought us \$9.40 on the weight. We carried beans as low as 25 cents. That is by the Sunset-Gulf route.

We find then with the first tariffs that were filed with the commission a \$3 first-class rate from New York to San Francisco, a lower rate obtaining from Pittsburg, a still lower rate from Cincinnati, and so by steps to the Missouri river. These graded rates remained in effect until 1889 when we find the first evidence of the institution of a great eastern blanket of class rates. This was at first not formally recognized in the tariffs, but was effected by eastern carriers through a system of rebates from the published rates.

Things appear to have gone peacefully for the next few years. The only serious competition which the railroads met by water was that of the Southern Pacific Sunset line from New York which apparently applied from the New York piers whatever the all-rail rates were from Chicago. Of course during this period, or any other period, until recently it is impossible to say just what the rates actually paid were. We are dealing, however, with the "paper rates."

A MERCHANTS' LINE

Live ocean competition being out of the way, and the railroads having come to an understanding as between each other, matters went smoothly until the San Francisco merchants in 1892, being aroused to activity by a recent increase in the transcontinental rates, instituted a boat line of their own. This brought on another rate war in which the merchants lost heavily, and rates were reduced by the rail

lines to absurdly low figures. The lines east of Chicago and those west fell out over the division of the joint through rates, and for a time there were no joint through rates extending from points farther east than Chicago, and blanket rates were made by the western carriers from Chicago, Mississippi river and Missouri river points. After the railroad lines had killed off the San Francisco merchants' steamship line, losing thereby several million dollars, they came to an agreement with their eastern connections as to a new basis of divisions and a new scheme of rate-making.

Thus we come to the year 1896, at which time the blanket system at present obtaining was first authoritatively announced. This blanket extended from the Missouri river to the Atlantic seaboard. We hear very little of water competition for the next three or four years. In 1900, however, the American-Hawaiian Steamship Company established its first steamer line through the Straits of Magellan. In 1900 also, as we have already seen, control of the Pacific Mail was purchased by the Southern Pacific Company. Neither one of these facts seems to have disturbed transcontinental rail rates.

In 1906 another step forward was made in the matter of water competition by the opening of the Tehuantepec route. The American-Hawaiian Company, under an arrangement made with the Mexican Government and with the sugar planters in the Hawaiian Islands, instituted the most satisfactory service which up to that time had obtained between the Atlantic and Pacific seaboard by water. East-bound tonnage was furnished by Hawaiian sugar, and west-bound tonnage was gathered at the Atlantic seaboard.

In 1907 the volume of west-bound business carried to Pacific coast terminals via this route was 112,395 tons; in 1908, 117,203 tons; in 1909, 204,000 tons; in 1910, 239,500 tons. The total volume of transcontinental tonnage was, two years ago, estimated by the carriers at 3,000,000 tons per annum, while the total water-borne traffic is about 10 per cent of this figure. Inasmuch as the traffic of the country increases at the rate of nearly 10 per cent per year, it would appear that in nearly four years ocean competitors of the transcontinental rail lines have been enabled to secure a total tonnage of approximately the normal increase in west-bound transcontinental freight for a single year. In giving this figure we are allowing to the American-Hawaiian line all the advantages of the accumulated business of the six years preceding 1906, in which it had in operation its steamship line through the Straits of Magellan. Considering that this carrier has reduced its time of movement between the Atlantic and Pacific to an average of a little more than 25 days, and gives a service that never before has been equaled by an ocean line, the slight increase in its tonnage either evidences that all-rail rates are more attractive for the great volume of business, or that the water rates are maintained at a figure so nearly approximating those extended by the rail lines as not to overcome the difference in the service.

THE OCEAN "NEUTRALIZED"

We have thus traced the history of this protracted struggle between the ocean and the land carriers that we might clearly appreciate the strategy of the railroads and its effect upon the ocean-borne traffic. One water route after another has been rendered innocuous. To meet the competition of the railroads the tendency of the ocean carriers has been to shorten the time consumed in passing by water from coast to coast. The clipper ship has been forced to give way to the steamship and the steamship has been compelled to transship by rail a portion of the distance. The routes by way of Cape Horn and the Straits of Magellan have been virtually abandoned. For nearly 40 years the Panama route has been under railroad control. When an attempt was made to reestablish this route as a vital competitor, the railroads used their own ocean-and-rail line to eliminate it from the field. So that for several years there has been but one ocean line which apparently has no railroad connection, that of the American-Hawaiian Steamship Company; and this line lives upon sufferance, its rates being made with the knowledge of the railroad company and with a more or less definite relation to the transcontinental rail rates. Within the past few months another water competitor has entered the field, the California-Atlantic line, which has done an extensive business both east-bound and west-bound for the short time that it has been in existence, but the prophecy made by the railroad witnesses is that it will not last long.

In the light of this history it is not to be gainsaid that the transcontinental lines must give consideration to sea competition. For 30 years and more their effort has been to "neutralize and control" such competition, in the phrase of Mr. Stubbs,

vice-president of the Southern Pacific system. While they have subsidized, bought, and controlled the water carriers, there has always been present to the mind of the traffic manager of the transcontinental railroad the existence of the ocean and the possibility of its use. Without a ship upon it the ocean has the power to restrain, in some degree, the upward tendency of rail rates. A railroad may not safely indulge its desire to impose all the traffic will bear between two ocean ports, and it may truly be said that the least poetical of railroad traffic managers never looks upon the ocean without a sense or awe.

The railroads, moreover, must soon meet with a competition by water more intense than any that they have heretofore suffered, for within three years another route, one more important, searching, and determinative in its effect upon railroad rates than any other, will be opened—a route all water by way of the Panama Canal. The cutting of this canal will in effect bring the Straits of Magellan 3,500 miles to the northward, and with modern steamships it is estimated that San Francisco will by water be removed from New York but 14 days.

EVOLUTION OF BLANKET SYSTEM

While the ocean has been potent in affecting rates, it would be idle to say that we know or can ascertain the degree of this influence. In the very first place we do not know what rates the shippers paid. The published rates until within very recent years give no indication of what the actual rate paid was. And, furthermore, rates to the Pacific coast have been the subject of commercial forces and railroad policies to an extent which is probably without parallel in our railroad history. It may not be valueless, however, to review the rise and fall of class rates since the year 1887, when tariffs were first required to be filed, and to take a glance at the influence on commodity rates of the rate competition of the immediate past. As has already been noted, the first tariff filed with the commission was one which is said to have approximated the actual rates which had been collected, and this was the result of a coming together of the carriers after a troublesome rate war. The scale as to first-class traffic ran: To San Francisco from New York, \$3; from Pittsburg, \$2.70; Detroit, \$2.55; Chicago, \$2.40; Mississippi river, \$2.30; Missouri river, \$2.10. This tariff was soon followed by another—that of January 16, 1888—which began with a rate of \$4 from New York, the rate from Chicago being \$3.25. On September 1, 1888, however, owing doubtless to this feud between the eastern and the western carriers which has been herein referred to, we find the \$4 scale in effect; from Buffalo and Pittsburg, as from Toledo and Detroit, the rate, however, was \$3.95; Chicago, \$3.90; Mississippi river, \$3.70; Missouri river, \$3.50. Four months later, January 1, 1889, a rate of \$4.20 from New York was put in, the difference between the New York and the Chicago rate being 30 cents. This set of class rates seems to have continued until April 11, 1893, when another rate war, as we have noted, was begun, these rates being on the scale of \$3.70 from New York, \$3.40 from Chicago, \$3 from the Missouri river.

But hardly were these rates in effect when all rates east of Chicago were canceled as of May 11, 1893, and for four years there appear to have been no joint through rates in effect from any point east of Chicago. On July 16, 1894, the rate from Chicago to the Pacific terminals was reduced from \$3.40 to \$2.40, which was the blanket rate from Chicago, Mississippi river, and Missouri river territories. Three years later came an adjustment with the eastern carriers, by which they put in from New York, Pittsburg, and Detroit a \$2.40 scale, and thus for the year June, 1897, to June, 1898, the \$2.40 scale from all points east of the Missouri river obtained. This was the first blanket from the Missouri river to the Atlantic seaboard. Hitherto the rates had been graded up to New York, the more distant point carrying the higher rate as to class traffic.

However, on June 25, 1898, a \$3 scale covering the same territory went into effect. Not yet, however, was the blanket perfect, for neither in the scale of 1897 nor in that of 1898 were the same rates carried from points west of Chicago that were carried from Chicago and points east thereof. This was remedied, however, on January 18, 1904, six years later, when the rates on the lower classes from the Missouri river and the Mississippi river were raised to equal those of Chicago. For five years this condition continued, until on January 1, 1909, a further increase in the lower classes was made, but this time as to New York and Boston territories, the increase being effected by eliminating the blanket rates as to all classes below fifth.

RATE CHANGES IN TWENTY YEARS

If we make a further study of these tables which will be found appended

hereto (see Appendix A) as to the rates from Chicago, Mississippi river, and Missouri river points, we will observe some facts that are not uninteresting. The rate today from the Missouri river to the Pacific coast is 90 cents higher, first class, 85 cents second class, 80 cents third class, than it was nearly 25 years ago. The lowest class which we now have is class E, which from the Missouri river at present is 95 cents; the lowest class in 1887 carried a rate of 68 cents. From the Mississippi river the lowest class is today 20 cents higher than in 1887; the highest class is 70 cents higher than in 1887 from the Mississippi river. It is perhaps not altogether fair to compare the lowest classes because there were more classes formerly than at present. The rates from Chicago, Mississippi river, and Missouri river, for the four years 1894-1898 were 60 cents less, first class, than the present scale.

There have been two periods of intense water competition since the year 1887, when the act to regulate commerce went into effect. One following the establishment of the Merchants' line via the Panama route, the other immediately following the establishment of the Tehuantepec route in 1906. The effect on commodity rates out of New York of the establishment of the Merchants' line of steamships has already been adverted to in the testimony given by Mr. Luce of the Southern Pacific. In order to ascertain the effect upon commodity rates of the establishment of the American-Hawaiian line we have secured from the carriers a statement of the fluctuations in their rates since the year 1906, from which it appears that notwithstanding the presence of what purports to be active water competition, commodity rates by the rail carriers have been increased rather than lowered during that period. Out of 1,535 commodity rates compared by the carriers it appears that no change has taken place since December 1, 1906, as to 60% of such commodities, reductions have been effected in 287, advances and reductions as to 132, and advances as to 418. Of the items increased, the rates on 318 commodities were increased from the whole eastern blanket. The reductions in the greater part were effected by taking single articles from the classification and giving to them commodity rates from all points of origin.

RAILROAD POLICY

We have noticed how through the years this blanket of class and commodity rates has been drawn westward from the sea-competitive point until it extends two-thirds of the distance across the continent. How have the carriers justified this blanket to the coast but not to intermediate points? Long before the blanket had been stretched to its present western extent the communities intermediate between its eastern border and the Pacific made protest against the injustice that was being done. For nearly a quarter of a century this complaint has been heard and has ceased at times only to be revived with greater earnestness. A line of railroad policy which leads to such result may be presumed to have in it something artificial and unnatural. That which appeals to us as unnatural in this situation is that rates which are said to be less than reasonable because compelled by ocean competition are made from points where we can find no such competition. It does Reno no injustice for the transcontinental lines to give San Francisco a rate from New York that will enable them to carry traffic as against the ocean carriers out of New York.

By such policy Reno secures the advantage of her proximity to San Francisco, an ocean terminus. If the ships out of New York find it profitable to pay the railroad rate from Pittsburg to New York in order to take the freight from the transcontinental lines, a rail rate which will meet this competition at Pittsburg is permissible. It is fairly established that the influence of water competition does not cease at the Pittsburg-Buffalo line, but extends westward as to certain particular commodities, and doubtless for some distance west of Pittsburg the carriers may properly make rates which will prevent the movement eastward to the seaboard instead of westward over their lines, but we look in vain throughout the records of this commission for 20 years to find any but the most fragmentary evidence that sea competition extends to Chicago. On the contrary, it is the admission of the carriers themselves that the rates which they make from Chicago to the Pacific coast terminals are established in order that the manufacturers and the jobbers of the west may compete on a level with the jobbers and manufacturers who have the advantage of a location at the Atlantic seaboard.

The most interesting discussion of this question to which our attention has been directed is that which occurred some ten years ago in the course of what is known as the St. Louis case—Business Men's League of St. Louis v. A., T. & S.

F. Ry. Co., 9 I. C. C. Rep., 318—between William F. Herrin, chief counsel of the Southern Pacific Company, and Paul Morton, then vice-president in charge of traffic of the Santa Fe Railway, a portion of which directly touching upon questions of immediate interest is here inserted:

Mr. Herrin—Should a railroad company in your opinion voluntarily take business where there is no competitive force operating; should it take business at less than a compensatory rate, full compensatory rate? Would you voluntarily put in these rates if there was no water competition between San Francisco and New York?

Mr. Morton—I do not think we would.

Mr. Herrin—You would not voluntarily make these low rates?

Mr. Morton—Water competition is the controlling force.

Mr. Herrin—That forces you to either take the business at those rates or not take it at all?

Mr. Morton—Yes, sir.

Mr. Herrin—Well, as a matter of policy should a carrier take any business at less than a compensatory rate where it is not compelled to do it, where there is no competitive force?

Mr. Morton—In many cases we do it to encourage an industry or to in some way provide for future benefits.

Mr. Herrin—But as a general rule? That would be the exception to the general rule?

Mr. Morton—It is all done for selfish motives.

Mr. Herrin—For what?

Mr. Morton—For selfish motives—either from some benefit to be obtained at once or in the future.

Mr. Herrin—You could not put your rates, could you, on the basis of the rate from New York to San Francisco—reduce all your intermediates to that basis or less?

Mr. Morton—I think it would be a very great hardship if we had to do that.

Mr. Herrin—As a financial proposition, you are compelled to maintain the present intermediate rate, or something near that?

Mr. Morton—We think so.

Mr. Herrin—Is there any case of graded rates where the rate from Chicago to San Francisco is no more than your proportion of the through rate from New York?

Mr. Morton—I do not think so.

Mr. Herrin—There has been no case where you have made the graded rate as low as your proportion of the through rate?

Mr. Morton—I do not think so.

Mr. Herrin—What is about the proportion that the roads west of Chicago take of the through rate?

Mr. Morton—From New York?

Mr. Herrin—Yes, sir.

Mr. Morton—About 75 per cent.

Mr. Herrin—As I understood you yesterday, you justified the graded rate from a selfish standpoint.

Mr. Morton—Well, yes—not only a selfish standpoint, but other standpoints.

Mr. Herrin—That is, for building up the Santa Fe?

Mr. Morton—Giving the people the benefit of advantages which they should naturally enjoy.

Mr. Herrin—Give which people?

Mr. Morton—The interior.

Mr. Herrin—That is, middle west points?

Mr. Morton—Yes, sir.

Mr. Herrin—If you give them the same rate that New York gets, you do pretty well by them, don't you?

Mr. Morton—I do not think we are doing particularly well for them.

Mr. Herrin—Why?

Mr. Morton—Because I think, owing to their geographical location, they are entitled to a better rate than New York.

Mr. Herrin—New York gets a better than compensatory rate on account of water competition. The middle west has not got that water competition.

Mr. Morton—But the water competition is a controlling influence.

Mr. Herrin—But it does not control the middle west rate.

Mr. Morton—They have to compete with the water competition in the marketing of their goods on the Pacific coast.

Mr. Herrin—But the middle west has not got the water competition itself?

Mr. Morton—They have it to a degree. That establishes the price at which they can market their goods on the Pacific coast. I do not know how much greater they could have it. I think they have got it.

Mr. Herrin—They get it through market competition?

Mr. Morton—Market competition; yes, sir.

Mr. Herrin—When you have given the middle west the New York rate, which itself is compelled and not fully compensatory, why ought you to give them any less, considering now the middle west, not the railroad? What right have they to any better rate than New York?

Mr. Morton—Well, if we hauled their goods as cheap as we hauled goods for the New York man, we would give New York a much better rate. * * *

Mr. Herrin—Your rate from Chicago to San Bernardino is higher than your rate from Chicago to Los Angeles?

Mr. Morton—But there is no discrimination as between the Chicago and the Los Angeles merchant.

Mr. Herrin—I am asking you if the rate to Los Angeles is not higher than to San Bernardino?

Mr. Morton—Yes, sir.

Mr. Herrin—Why do you charge the San Bernardino man more than the Los Angeles man?

Mr. Morton—San Bernardino is given the benefit of the competition Los Angeles has and is charged the local back from Los Angeles. The Chicago man is not discriminated against. We treat the Chicago man as well as we treat the Los Angeles man. Where is there any discrimination?

Mr. Herrin—Why don't you treat the San Bernardino man as well as you treat the Los Angeles man?

Mr. Morton—There are several reasons. The Los Angeles man is a little nearer the sea, and the question of market competition does not come in.

Mr. Herrin—That is, you do not treat him as well because you are not obliged to? Mr. Morton—That is probably the chief reason—or because we cannot afford to, I will say. There is not any first-class reason except the one that we cannot afford to.

Mr. Herrin—You justify giving the Chicago points the same rate as the Atlantic coast, largely on the theory of building up Chicago and building up the middle west?

Mr. Morton—Yes, in the sense of equity.

Mr. Herrin—Well, why should you not build up your Pacific coast intermediates in the same way?

Mr. Morton—I am not sure that we won't have to do that some day.

Mr. Herrin—Is there no reason why you should discriminate in favor of a town nearer Chicago, like San Bernardino?

Mr. Morton—There is a difference of market competition.

Mr. Herrin—That is the only reason?

Mr. Morton—That is a reason.

Mr. Herrin—Market competition operates at the eastern points and not at the western?

Mr. Morton—Yes, sir; it operates everywhere. If San Bernardino came in competition, if it were selling goods on the Pacific coast in competition with San Francisco, or had a manufactory there and was making something, iron or steel, they would probably be put on a basis where they would get fair treatment. I certainly would be in favor of it.

Mr. Herrin—The mere fact that Chicago is a large place does not entitle it to a better rate than any other place similarly situated, does it?

Mr. Morton—I think not.

Mr. Herrin—No argument could be made justifying the lower rate because of being a larger place?

Mr. Morton—No, sir; I think there is no difference except so far as Chicago is selling goods in competition with the world. Market competition comes in there.

Mr. Herrin—San Bernardino sells goods, does it not?

Mr. Morton—Hardly in competition with the world.

Mr. Herrin—It distributes goods?

Mr. Morton—On any goods it produces there they are fairly treated.

Mr. Herrin—Does Chicago produce everything itself?

Mr. Morton—No, sir; but outside of the manufactured goods—

Mr. Herrin—It is shown in the case that many of the goods in controversy are brought from points east of Pittsburg.

Mr. Morton—Yes, sir.

Mr. Herrin—So far as San Bernardino is dealing in goods brought from other points there and has merchants selling and distributing there, it is situated like Chicago, isn't it?

Mr. Morton—No, sir.

Mr. Herrin—It is a smaller place, but it is like Chicago in the respect I mentioned?

Mr. Morton—No, sir; hardly.

Mr. Herrin—Goods are sold there?

Mr. Morton—Not for distribution to other points; retail to the consumer only, I think.

Mr. Herrin—To some extent they are sold there for distribution?

Mr. Morton—Not for distribution to other places; I think it is very limited. No one would compare San Bernardino with Chicago or St. Louis.

Mr. Herrin—Rate conditions are different?

Mr. Morton—Yes, sir.

Mr. Herrin—Now, if the rate conditions at San Bernardino were the same as at Chicago, would not that increase the distribution of goods there?

Mr. Morton—I don't know.

Mr. Herrin—Suppose you gave the San Bernardino merchant the Los Angeles

rate to San Bernardino; would that not give him an advantage over what he has now in distributing and selling?

Mr. Morton—I think it would.

Mr. Herrin—Suppose you gave him a lower rate, a graded rate, lower than you gave Los Angeles, on account of it being a lesser distance, just as you propose to give Chicago; would that not increase his area of distribution?

Mr. Morton—It might. I think we would do it if San Bernardino were the same size as Chicago.

Mr. Herrin—You said a while ago that size ought not to fix the rate.

Mr. Morton—It oughtn't, but it does.

Mr. Herrin—Now, then, don't you think that when you give to Chicago the same rate that you give to New York and you deny to San Bernardino the same rate that you give to Los Angeles, don't you think there is a ground for saying you have discriminated?

Mr. Morton—I think it is a discrimination, but it is not an unjust discrimination; nobody is damaged. The Chicago merchant or manufacturer is competing with New York; he is trying to sell goods on the coast in competition.

Mr. Herrin—How about the San Bernardino man?

Mr. Morton—The San Bernardino man cannot be compared with the Chicago man or the New York man, in my opinion.

Mr. Herrin—Why not? He is buying goods, just as is the Chicago man from other points, and wants to sell them or distribute them. He is in that business, and how can we put him on a different principle except upon the question of volume of business?

Mr. Morton—Market competition.

Mr. Herrin—Market competition operates there as to his business just the same?

Mr. Morton—If he was buying goods to job on the Pacific coast afterwards or manufacturing goods.

Mr. Herrin—He would ship them anywhere he could sell them, wouldn't he?

Mr. Morton—Yes, sir.

Mr. Herrin—And if he had the rates he could do it?

Mr. Morton—I admit that. I don't deny there is a discrimination against San Bernardino, but I question whether it is an unjust discrimination.

Mr. Herrin—Now suppose we take Fresno. They have some jobbing houses there?

Mr. Morton—I believe so, a small one; they are after us for terminal rates right along.

Mr. Herrin—Have you given them terminal rates?

Mr. Morton—Not yet; we may some day. It is a question altogether of policy.

Commissioner Prouty—If you give Fresno the terminal rates, can you defend a higher rate at points between Fresno and San Francisco?

Mr. Morton—I do not think so.

Mr. Herrin—Do you think you ought to give Fresno the terminal rates?

Mr. Morton—I don't think so; no. I would dislike very much indeed to do it, because it would affect our earnings very materially. I do not think we can afford to do it, but we may have to do it some day.

* * * * *

Mr. Christie—Where there is movement of freight from markets, is there not a difference between market competition which you have alluded to several times—a difference between market competition from markets and competition to various points of destinations?

Mr. Morton—I think there is.

Mr. Christie—Is not that one of the reasons why you might have the rate graded from points in the east and might not grade them to points in the west?

Mr. Morton—That was my statement; at least that was what I tried to testify to.

Mr. Christie—And if it be true that the rate and the route upon which transcontinental traffic is based is the ocean rate and route, would not that be a reason why the rates to the terminal points, all rail, in competition with this ocean rate should be less to San Francisco than to the interior point?

Mr. Morton—I think so.

Mr. Christie—Do you not have to refer at all times to your basing rate?

Mr. Morton—We do almost always.

Mr. Christie—And if it be true that the ocean rate is the basing rate, then would not at all times the rate to the interior point, so far as that competition reaches and so far as that rate does operate as the basis—would not the rate to the interior point be more than the rate to the coast point?

Mr. Morton—Generally speaking.

Mr. Christie—Now, Mr. Herrin has suggested that the Atlantic coast manufacturer or jobber will not quietly see business moved from the Atlantic seaboard to the middle west, and yet he has stated to you as a basis upon which to put a question that the business has moved from the Atlantic seaboard to the middle west in the past, and Mr. Stubbs reiterated the same thing, that a very large percentage of the business that used to move from the Atlantic seaboard is now moved from the middle west. Is there any reason why the Atlantic seaboard merchant could not have prevented that in the past just as well as he can prevent further movement in that direction in the future?

Mr. Morton—None that I know of.

Mr. Christie—Has he not always been just as able to use the ocean as he is today?

Mr. Morton—I think so.

Mr. Christie—I believe you stated that after the Southern Pacific acquired the Morgan line, and not before that time, the Southern Pacific opposed graded rates?

Mr. Morton—Yes, sir; after they acquired the Morgan Steamship line—

Mr. Christie—I am trying to make this distinction. The graded rate existed from 1883 to 1893, and then I think from 1893 to 1896 the rate was based on Chicago so that there was a higher rate from eastern points than from Chicago; so that the graded rate was not abrogated at the time the Southern Pacific bought the Morgan line. But did not the Southern Pacific oppose the graded rate from the time it became a carrier from ocean to ocean?

Mr. Morton—Well, I was out of the transportation business from 1890 to 1896, and I do not know what the position of the Southern Pacific was. I know in a general way that they declined to make—I know in a specific way that they declined to make the interior rates as low in some cases as the New York rate was.

Mr. Stubbs—That was since 1896?

Mr. Morton—No; that was prior to 1896.

Mr. Stubbs—Prior to 1893?

Mr. Morton—About 1895—1894 or 1895.

Mr. Stubbs—Since 1893?

Mr. Morton—Well, since 1893, I guess; 1894 or 1895. I refer to the Colorado Fuel & Iron rates I went after and did not get.

Mr. Christie—Has not the multiplication of transcontinental rail lines tended more and more to make the rail lines the primary lines for shipment to the Pacific coast as against the ocean lines?

Mr. Morton—I think that the movement of transcontinental freight is greater than it ever was as compared with the movement by ocean, say the last year. I think it is greater than it ever was compared with the movement by ocean.

Mr. Christie—I want to know whether as a principle, given the ocean originally as the only means of communication between the Atlantic and Pacific, and that was once the case, the establishment of a transcontinental rail line would make that ocean route of less importance than before?

Mr. Morton—I think so.

Mr. Christie—And would not the multiplication of rail lines, as you add one and then another and then another and then another, would not that have a tendency to make the rail lines the primary connections between the east and the west rather than the roundabout ocean route?

Mr. Morton—I think that is a natural result.

Mr. Christie—I do not know how much you know about modern business methods—I do not claim to know very much myself—but in a general way is it not true that the necessities of business today are such that jobbers on the Pacific coast would naturally more and more prefer the quick and regular service of rail lines to the irregular and uncertain and long service of the ocean steamship?

Mr. Morton—I think they would on anything like an equality of rates.

Mr. Christie—Would you not say that is one of the reasons for the growing business of the rail lines in the transcontinental trade?

Mr. Morton—That and the general prosperity everywhere in the United States.

Mr. Christie—You are aware of the fact that the Pacific coast merchants opened up to the railroad companies a new view of competition by water by saying to them frankly at the Del Monte meeting, "You gentlemen have been mistaken all the time in supposing that water competition is such a factor. The fact is that most of our goods do not move by water and would not if we had anything like a fair rate."

Mr. Morton—I was not at the Del Monte meeting.

Mr. Christie—You have spoken of your interest being selfish in this matter in particular. Suppose you controlled a through rail line from New York to San Francisco. Would you not consider it a good economic management of that rail line to encourage all from the interior to the distant Pacific coast points, using the eastern end of your line for the shorter haul from the Atlantic to the interior points—I mean as against this ocean competition, whatever it amounts to.

Mr. Morton—I so testified this morning. If we had a through line from the Atlantic to the Pacific coast, we would be just as much in favor of having the business done from the interior as now.

Mr. Christie—Your point of view is not a selfish one from the standpoint of a man controlling a line from Chicago.

Mr. Morton—I think I called it "enlightened selfishness."

Mr. Christie—I thought perhaps the gentlemen on the other side did not know of that type of selfishness. Mr. Stubbs has given a reason for the possibility of the grade in the past, the fact that the ocean competition was either controlled or neutralized. I would like to ask whether there is any reason why the transcontinental lines are not as powerful today, and more powerful today than ever, to control or neutralize any competitive force—ocean competition or anything else.

Mr. Morton—We are not allowed by law to do anything of the kind now.

Mr. Christie—You mean you would not be allowed by law to own steamships?

Mr. Morton—If we had the money we could own them, but we could not fool with them.

Mr. Christie—Let me ask if you mean that the law is the only thing to prevent the control or the neutralization of the ocean today for the purpose of controlling rates, if there is anything else besides law?

Mr. Morton—Yes, sir; there are some other reasons. There is an independent steamship line that thinks there is money in the business and they are out for all they can make.

Mr. Christie—Can you tell me any reason why if that menaced the business and revenues of the transcontinental roads that the transcontinental lines could not own that steamship line?

Mr. Morton—They could if they had money enough and did not think there would be another built immediately.

In the same case, Mr. Stubbs, testifying, said:

It is the question as to whether the rates are in themselves reasonable, and, if below that point, then the question is according to our judgment, and we think the ruling of the Interstate Commerce Commission originally and the law, or the proper construction of it, just in the degree that they can avail themselves of the same competitive conditions that New York can, just in that degree and no further they are entitled to the New York rate. That is the law as it has been expounded to me by our own counsel, and we have had three general counsel since the law has been enacted. * * * If Chicago, being an interior point, is entitled to a lower rate to San Francisco or the same than from New York, why is not Reno, Nevada, that is near San Francisco and much nearer the ocean—can much more easily avail itself of ocean competition—why is not it entitled to a lower rate than San Francisco on the goods it receives from New York? It is entitled to it as we read the law. If Reno is entitled to a lower rate from New York or the same rate, then that is true of every point east of San Francisco in the State of California between here and New York, and the result is that the entire fabric, local and through, is brought down to the level of the competitive rates between New York and San Francisco compelled by the sea route. * * * It is said that you can make one rule apply on shipments from a point to a point where water competition exists regardless of the fact whether the conditions at the initial point are governed by water competition or not, but that does not necessarily apply to the intermediate points. That is to say, you can make the rate from Chicago to San Francisco lower than the rate from New York to San Francisco, but in the application of that rule it is not necessary for you to make a rate from New York to Reno, New York being on the water, the only difference being that it is the initial point instead of the destination point in the case of San Francisco; but you do not have to make a lower rate from New York to Reno, and for that reason my friends of the Union Pacific and others think that they can make a lower rate from Chicago to San Francisco and yet charge a higher rate, as they do, from Chicago to Salt Lake City, charge a higher rate from Chicago to Denver, as they do, on many articles. That is our interpretation of the law.

Inasmuch as Mr. Morton gives as his only reason for not extending terminal rates to intermediate points the decrease in the revenues of his carrier that would result, it may be well to take a glance at the comparative earnings per mile of

108 REPORT OF THE RAILROAD COMMISSION OF NEVADA

road made by the Union Pacific, Southern Pacific, and Santa Fe lines in the year when this testimony was given (1901) and the last fiscal year for which reports were made (1910):

Statement of gross and net earnings for years ending June 30, 1910 and 1901, as reported to the Interstate Commerce Commission by the roads named.

Railroads	Operating revenue		Net operating revenue	
	1910	1901	1910	1901
Union Pacific R. R.	\$52,628,879	\$25,472,600	\$25,844,239	\$11,040,177
The Atchison, Topeka & Santa Fe Ry.	86,971,313	35,349,805	31,025,848	15,427,074
Southern Pacific Co. ^a	^b 95,189,005	55,376,299	^c 42,560,475	22,120,466
Southern Pacific Co. ^d	^e 124,523,905	^f 77,244,898	^g 51,009,871	^h 28,146,871
Central Pacific Ry. Co. ^d	33,443,389	19,328,289	15,128,817	7,655,083

^aIncludes operations of Central Pacific Railway.

^bIncludes \$2,046,573 revenue from operation of ferry steamers.

^cIncludes \$1,234,158 net operating revenue from operation of ferry steamers.

^dData obtained from report of Southern Pacific Company to its stockholders.

^eData cover Southern Pacific Company and proprietary companies: Central Pacific Railway; Galveston, Harrisburg & San Antonio Railway; Houston East & West Texas Railway; Houston & Shreveport Railroad; Houston & Texas Central Railroad; Iberia & Vermilion Railroad; Louisiana Western Railroad; Morgan's Louisiana & Texas Railroad & Steamship Company; Nevada & California Railway; Oregon & California Railroad; South Pacific Coast Railway; Southern Pacific Railroad; Southern Pacific Company; Texas & New Orleans Railroad; New Mexico & Arizona Railroad, and Sonora Railway.

^fData cover Southern Pacific Company and proprietary companies: Austin & Northwestern Railroad; Carson & Colorado Railway; Central Pacific Railway; Central Texas & Northwestern Railway; Fort Worth & New Orleans Railway; Galveston, Harrisburg & San Antonio Railway; Galveston, Houston & Northern Railway; Gulf, Western Texas & Pacific Railway; Houston East & West Texas Railway; Houston & Shreveport Railroad; Houston & Texas Central Railroad; Iberia & Vermilion Railroad; Louisiana Western Railroad; Morgan's Louisiana & Texas Railroad & Steamship Company; New York, Texas & Mexican Railway; Oregon & California Railroad; South Pacific Coast Railway; Southern Pacific Railroad (of Arizona); Southern Pacific Railroad (of California); Southern Pacific Railroad of New Mexico; Texas & New Orleans Railroad; New Mexico & Arizona Railroad, and Sonora Railway.

Statement showing certain traffic statistics for the years ending June 30, 1910 and 1901, as reported to Interstate Commerce Commission by the roads named.

Railroads	Average mileage operated during year		Operating revenues per mile of road		Net operating revenue per mile of road		Number of tons carried 1 mile per mile of road		Number of passengers carried 1 mile per mile of road	
	1910	1901	1910	1901	1910	1901	1910	1901	1910	1901
Union Pacific R. R.	Miles 3,373.95	3,010.85	\$15,599	\$8,460	\$7,660	\$3,667	Tons 1,091,063	Tons 588,690	167,336	*70,704
The Atchison, Topeka & Santa Fe Ry.	7,459.03	4,815.09	11,660	7,341	4,159	3,204	757,977	555,076	141,351	67,741
Southern Pacific Co.	6,062.45	5,657.49	15,364	9,788	6,817	3,910	745,092	696,143	227,708	136,278
Southern Pacific Ry.	9,752.26	*8,654.97	12,769	*8,453	*5,231	*3,140	d181,477	e653,802	d177,165	e108,047
Central Pacific Ry.	1,521.43	*1,359.30	21,982	14,219	9,944	5,632	(h)	(h)	(h)	(h)
The Chicago, Rock Island & Pacific Ry.	7,400.33	3,772.37	8,409	6,912	2,264	2,380	581,272	484,437	131,808	81,070
Chicago, Burlington & Quincy R. R.	9,023.06	7,753.13	9,738	6,398	2,765	2,228	824,016	496,326	131,870	68,818
Chicago & North Western Ry.	7,629.45	5,538.80	9,722	7,910	2,886	3,123	729,094	670,059	132,741	87,297
Chicago, Milwaukee & St. Paul Ry.	7,511.56	6,573.66	8,633	6,469	2,670	2,403	709,161	553,722	104,761	51,972
Northern Pacific Ry.	16,764.83	5,100.14	12,928	6,382	4,950	3,122	940,025	478,548	169,436	60,551
The Great Northern Ry.	6,940.34	4,060.25	9,240	5,157	3,646	2,180	814,717	409,078	93,127	43,780

*Based on 2,935.91 average mileage operated in passenger service.

Includes operations of the Central Pacific Railway.

^aData obtained from the Central Pacific Company to its stockholders.

^bCovers Southern Pacific Coast and proprietary companies Central Pacific Railway; Galveston, Harrisburg & San Antonio Railway; Houston, East & West Texas Railway; Houston & Shreveport Railroad; Houston & Western Railroad; Morgan's Louisiana & Texas Railroad; Steamship Company; Nevada & California Railway; Oregon & California Railway; Southern Pacific Coast Railway; Southern Pacific Railroad; Southern Pacific Company; Texas & New Orleans Railroad; New Mexico & Arizona Railroad and Sonora Railway.

^cData covers Southern Pacific Company and proprietary companies: Austin & North Texas Railway; Railroad; Carson & Colorado Railway; Central Pacific Railway; Central Texas & Pacific Railway; Fort Worth & New Orleans Railway; Galveston, Houston & San Antonio Railway; Galveston, Houston & Northern Railway; Gulf Western Texas & Pacific Railway; Houston, East & West Texas Railway; Houston & Shreveport Railroad; Houston & Western Railroad; Morgan's Louisiana & Texas Railroad; Steamship Company; New York, Texas & Mexican Railway; Oregon & California Railroad; South Pacific Coast Railway; Southern Pacific Railroad (of Arizona); Southern Pacific Railroad (of California); Southern Pacific Railroad of New Mexico; Texas & New Orleans Railroad; New Mexico & Arizona Railroad, and Sonora Railway.

^dCovers commercial and company freight; The average for commercial freight only for 1910 is 678.797. No corresponding average returned for 1901.

^eRepresents mileage operated on June 30.

^fData not shown in report.

^gExcludes mileage of "Industrial Spurs."

^hSee Appendix B for details.

INDUSTRIAL MOVEMENT WESTWARD

Whatever the reason, the fact stands forth throughout this record that the source of supply upon which the far western communities largely draw their manufactures has within half a century moved westward from the Atlantic seaboard, so that, as was found by the Railroad Commission of Nevada from an analysis of the billing of actual shipments into Reno, 75 per cent of their traffic coming from the east originated no farther east than the longitude of Chicago. There are cotton mills as far west as Kansas City; mining, milling, and farming machinery is produced more largely in and about Chicago than in any other section of the country; boots and shoes, hats and clothes, cooking utensils, and the multitudinous articles of domestic use may be secured in large part without coming east of the Alleghenies; in fact, the center of those industries which supply the far west apparently is not far removed from the center of population of the country. This is a pregnant fact. It was announced by the Santa Fe officials, when they opened their through line from Chicago to Los Angeles, that they thought it the part of wisdom to make their rates lower or as low from Chicago than from New York, so that the industries of the middle west might develop. They would make their line independent of their eastern connections in so far as that was possible, and instead of bidding against the shippers of the seaboard for traffic destined to the Pacific coast they would develop industries close to their own eastern terminus which would supply the western demand, and thereby develop a traffic for the lines west of Chicago which need not be divided with the carriers east of that city—an exclusive traffic, one which could be carried at rates more compensatory than any that could be had out of the division of a through coast-to-coast rate.

This policy was determined upon by the carriers running west from Chicago 25 years ago. From the date of the first transcontinental tariff that we have upon the files of the commission Chicago has never paid a higher rate to reach a Pacific coast terminal than has New York, either upon classes or commodities. The water competition of the seaboard has never been strong enough since 1887 to compel a reduction of rates from New York which the lines out of Chicago did not feel fully justified in meeting at that point. And, be it noted, at the time that this policy was begun there was no water competition between the coasts save by an occasional tramp boat and such other ships as the railroads themselves positively and admittedly controlled. It would not be claimed that this policy was the sole cause of the steady march of industry to the westward during the past quarter of a century. Nevertheless we find the fact that there is now hardly a need which the people of the far west have that cannot be supplied from territory nearly 1,000 miles nearer to them than was their source of supply 25 or 30 years ago. Rates that were introduced then purely for market competitive reasons may be today reasonable in themselves. So, too, rates then established from Chicago to meet conditions at San Francisco, a competitive terminal, and justifiably made lower to that more distant point than to intermediate points, may in the course of years have become, by reason of increased volume of traffic, growth of population, and new methods of operation, so reasonable as to make the imposition of higher rates at intermediate points unjustifiable. We see strong suggestion of this in Mr. Morton's testimony given 10 years ago when none of these carriers was carrying nearly so large a traffic or operating so economically as they are today, when the intermediate territory had not yet been exploited as it is now, when dry farming was unknown, and the irrigation of the desert through the aid of the government no more than a statesman's dream.

AN ARTIFICIAL ADJUSTMENT

It is not provable, but there is much reason to support the statement that if all the producing territory—the fruit and vegetable growing, mining and lumbering territory—which does not receive the benefit of terminal rates, and which is compelled to pay the rate to the coast plus the rate back upon its commodities of eastern production, were taken from the transcontinental carriers they would be on the verge of bankruptcy in but a short time. Surely a railroad policy adapted to the conditions of one day may properly change with the conditions of another, and in the very nature of things it must be apparent that the transcontinental carriers cannot continue forever charging higher rates to the intermountain country than to the coast from the middle west. The condition is too artificial to last. The carriers have taken from San Francisco in large part the advantage that she should enjoy from her situation upon the ocean by throwing around her a circle of terminal points 100 miles or so inland. By doing this they

have forced water carriers to meet rail competition at these interior places, and yet the railroads urge that the rates are made to meet ocean-to-ocean competition. In the east they have stretched the blanket from Portland, Me., to Denver, Colo., a distance farther than from Antwerp to Moscow, but they refuse to admit that from any point along this long line it would be justifiable to make the rates given to the coast terminals applicable to Reno.

Furthermore, we find that this situation is artificial in that it has been brought about by a procession of agreements between carriers. Each carrier has been appeased by giving to it something which would cause it to be satisfied with the arrangement. The carriers have competed with each other across a table until their minds agreed upon a condition that would prevent rate wars. It is wholesome and beneficial that the body politic should not be disturbed by rapid fluctuations in rates of transportation which tend to destroy the stability of commerce and imperil the fortunes invested in such transportation facilities. If society does not undertake to regulate the methods by which a natural monopoly such as a railroad may be profitably conducted it is not to be expected that such a monopoly will not seek to protect itself, even at the disadvantage of the public it serves. The results of such self-protective measures, however, must be such as neither to offend the law nor be opposed to the development of the country and the instinct of its people for fair play.

If now we have apprehended aright the intent of Congress there comes before us upon an application for permission to deviate from the prohibitive clause of the fourth section the inclusive question whether by such deviation any provision of the act will be violated, and the burden rests upon the carrier to satisfy our minds that no such result would be effected by the granting of such permission—that no injustice will be done to the intermediate point with relation to the more distant point. As already said, the purpose of the statute which we are required to enforce is, succinctly stated, to preserve harmony between communities, individuals, and carriers, to allay discord, and prevent, so far as may be, oppression and injustice. The unhampered exercise of a railroad policy may make for the material benefit of the carrier—at least for its immediate profit—but work a wrong with which the public must concern itself. To be concrete, it may be (although this fact has not been established) that it is to the financial interest of the trans-continental carriers to make the same rates from the Missouri river as from Chicago, Pittsburg, and New York to the coast cities which lie on or near the ocean's edge, and compel the intermediate points to base their rates upon these coast terminals; but this decision on their part is certainly subject to review, and when Congress says that this commission "may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section," it means to lodge with this body, if it means anything at all, the power to pass in judgment upon the effect of a railroad policy which departs from the intentment of the law. A community is entitled to something more than a reasonable rate; it is entitled to a nondiscriminatory rate. A carrier may not say, "We will give to this community a reasonable rate" and meet the full requirement of the law; it must view its rates as a whole and see to it that they effect no advantage or preference to one community over another which does not arise necessarily out of the transportation advantages which the one has over the other.

MARKET COMPETITION

Ocean competition, say the carriers, brings about the lower rates from coast to coast; market competition produces the lower rates from the interior to the coast. We have considered ocean competition and see how real was its effect and how the carriers dealt with it. "Market competition" is a phrase with which the railroad traffic manager too often conjures. When no other force can be found which brings about a discrimination, market competition is advanced. It is both a sword and a shield; it is used to protect the carrier against attack because of undue discrimination as between communities, and it is a weapon of offense as well, by which one carrier invades the territory of another upon a different basis from that which it grants to its own immediately dependent communities and forces concessions from its rival carriers.

Market competition, as we have seen, is a euphemism for railroad policy. The history of the fourth section makes clear that it was born out of a desire, and has been amended out of the purpose, to restrict the force and effect of market competition. The examples cited before Congress by those who have advocated an absolute long-and-short-haul section have largely been such as arose out of railroad policy, not such as were developed by transportation competition.

Congress, however, has not seen fit to say (and perhaps most wisely so) that this economic force shall not be allowed to have its play in the making of rates. Market competition must be considered as one of those circumstances affecting a rate situation with which we are called upon to deal. But may it not be said that while the language of the statute does not say that market competition shall not be allowed to justify the charging of the higher rate to the nearer point, the very spirit of the section makes against the free application of any such justifying principle? A national policy may veto a railroad policy just as a public need may overcome and set aside a private desire.

Experience has demonstrated to the national legislature that it is not safe to leave to the carriers the determination of the question what markets should be brought into competition with one another. The policy of Congress seems to be that a railroad may be compelled by transportation competition to make its rates lower than it otherwise would between two competitive points, and that this will justify a breach of the prohibition of the fourth section; but the desire of a number of shippers to reach a market is a force to which the carrier may not yield unless it can establish clearly that the adoption of such policy will not unfairly discriminate against one community and in favor of another and will not produce those results which the law was intended to destroy. Clearly to allow for market competition as a sole and controlling factor under the fourth section is to render it nugatory, for this would be tantamount to saying that a railroad could justify every discrimination as between communities by the assertion of nothing more than its own determination of policy.

We must regard the proviso in the fourth section as subordinate to the preceding clause prohibiting the higher rate for the shorter haul, and to carry out this intent of the law a carrier must establish before this commission, in order to secure an order of exception thereunder, more than merely its own desire to haul a great volume of traffic between two distant points; it must prove that by such a policy it will not impose unreasonable rates upon any intermediate point, and that its policy will not work an injustice of which such intermediate point may fairly complain. Unless it does make such proof this commission is not justified under the law in excusing it from adopting its rates to the more distant point as the basis for rates to the nearer points.

In this case and under these applications the commission has given thought to many considerations not touched upon in this report, some of which are suggested by the tables to be found in the Appendix (C—D) hereto. Such, for instance, as the reasonableness of the transcontinental rates upon commodities in and of themselves when applied from different points of origin and the relation of the cost of service over the Central Pacific when delivery is made at Reno or at San Francisco. And when we have considered the return per ton-mile yielded by many of these rates it is not remarkable that other carriers from the east have pressed forward, even to their own temporary financial embarrassment, to reach these coast terminals. No other carriers in this country enjoy such long hauls upon so great a volume of high-class traffic as do these transcontinental railroads. Their fine earnings are testimony to this effect, as well as to the competency of their management. If the principle that a railroad should charge what the traffic will bear is the criterion of railroad rates, no exception can be taken to the transcontinental situation, for it is masterfully designed to secure a maximum of revenue and yet develop such industries and benefit such communities as the railroad in its wisdom may wish to thrive, for the growth of the Pacific coast certainly is in no small part to be accredited to the discretion lodged in and exercised by the transcontinental traffic manager.

The coast cities—those that have direct access to the ocean—cannot be materially injured by the policy of the law we have herein considered. They are rendered secure as entrepôts of commerce by the presence of the ocean, so long as they choose to avail themselves of its advantages. There is much reason in this record to for the belief that they have at times chosen to forego these advantages in the expectation that they would be made secure by the rail carriers of a large distributing market in the interior. With the introduction of a policy which removes from these interior points in some degree the disadvantage under which they have suffered with relation to eastern points of production it will become a matter of moment to the coast cities to avail themselves fully of the ocean as well as develop industries upon the Pacific coast itself which will compete with the industries of the east for the interior trade. That which has been done in the middle west within a generation may certainly be accomplished

upon the Pacific coast, so that there may come about a competition between real producing markets as well as competition between jobbing houses.

The carriers herein involved have not shown that undue discrimination was not effected by their rate adjustment between points in Nevada and points in California, nor have they established that the rates to the coast cities, if extended by them from eastern points outside the zone of water influence, are not fully compensatory.

We desire to be extremely conservative in this the first application of the new law, and to require an adjustment of rates that will be safely within the zone of our discretion. For this reason we have decided that the transcontinental carriers serving Reno and other points upon the main line of the Central Pacific shall make no higher charge upon any article carrying a commodity rate than is contemporaneously in effect from Missouri river points, such as Omaha and Kansas City, to coast terminal points. This principle we shall also expect to be applied on commodity rates to all main-line intermediate points in Nevada and California.

Traffic originating at Chicago and in Chicago territory moving under commodity rates may have a rate 7 per cent higher than that imposed on freight originating in Chicago and Chicago territory and destined to the coast terminals. From Buffalo-Pittsburg territory the rates to intermediate points may rise above those demanded and charged from the same points and territory to the coast terminals to the extent of 15 per cent, while from New York and trunk-line territory the rates charged shall not exceed 25 per cent over and above terminal rates. This means that Suisun, Auburn, Truckee, Reno, and Elko, for instance, points intermediate to San Francisco from the east, shall have at least the benefit of the commodity rates extended from the Missouri river to Sacramento and San Francisco, and shall pay no more than 7 per cent above the Chicago-coast terminal rates, and corresponding increases of 15 and 25 per cent, respectively, from Pittsburg and New York territories.

Some of the petitions under the fourth section which have been considered are made by carriers reaching California terminals through the southern gateways, southern Nevada and Arizona. These applications are also denied in so far as they involve the imposition of higher rates upon intermediate points than are applied on commodities from the Missouri river to Los Angeles, San Francisco, or other coast terminals. To all such intermediate points [Ashfork, Maricopa, San Bernardino, Bakersfield, Fresno, and Ventura, for instance] terminal rates shall not be exceeded as from Missouri river points, with the same proportionate advances east of the Missouri river as heretofore specified.

An order will be made to this effect, allowing to the carriers until October 15 in which to file tariffs in accordance with said order—the same to go into effect upon three days' notice.

No order need be entered in either the Reno, No. 1665, or Phoenix cases, No. 1796, so-called, at this time.

APPENDIX A

Class rates to San Francisco, Cal., from eastern points named

[Rates in cents per 100 pounds.]

<i>July 18, 1887</i>													
	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>
New York.....	3.00	2.50	2.00	1.75	1.50	1.40	1.30	1.20	1.10	1.00	1.00	1.00	1.00
Pittsburg.....	2.70	2.25	1.80	1.58	1.35	1.26	1.17	1.08	.99	.90	.90	.90	.90
Detroit.....	2.55	2.13	1.70	1.49	1.28	1.19	1.11	1.02	.94	.85	.85	.85	.85
Chicago.....	2.40	2.00	1.60	1.40	1.20	1.12	1.04	.96	.88	.80	.80	.80	.78
Mississippi River.....	2.30	1.92	1.54	1.34	1.15	1.08	1.00	.92	.84	.77	.77	.77	.75
Missouri River.....	2.10	1.75	1.40	1.23	1.05	.98	.91	.84	.77	.70	.70	.70	.68
<i>January 16, 1888</i>													
	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>
New York.....	4.00	3.20	2.50	2.20	1.80	1.60	1.40	1.30	1.20	1.10	1.10	1.10	1.10
Pittsburg.....	3.60	2.88	2.25	1.98	1.62	1.44	1.26	1.17	1.08	.99	.99	.99	.99
Detroit.....	3.40	2.72	2.13	1.87	1.53	1.36	1.19	1.11	1.02	.94	.94	.94	.94
Chicago.....	3.25	2.55	2.00	1.75	1.45	1.30	1.12	1.05	.96	.88	.88	.88	.88
Mississippi River.....	3.12	2.45	1.90	1.68	1.40	1.25	1.08	1.00	.92	.85	.85	.85	.85
Missouri River.....	2.80	2.20	1.75	1.55	1.25	1.15	1.00	.95	.85	.80	.80	.80	.80

September 1, 1888. No class rates Atlantic seaboard territory.

	Class—										
	1	2	3	4	5	A	B	C	D	E	
September 1, 1888											
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
Buffalo-Pittsburg ¹	4.00	3.50	2.80	2.20	1.95	1.95	1.75	1.40	1.25	1.15	
Detroit, Toledo.....	3.95	3.45	2.75	2.15	1.90	1.95	1.75	1.40	1.25	1.15	
Chicago.....	3.90	3.40	2.70	2.10	1.85	1.90	1.70	1.35	1.20	1.10	
Mississippi River.....	3.70	3.20	2.60	2.05	1.80	1.825	1.625	1.30	1.15	1.05	
Missouri River.....	3.50	3.00	2.50	2.00	1.75	1.75	1.55	1.25	1.10	1.00	
January 1, 1889											
Rate from New York added.....	4.20	3.70	2.95	2.30	2.00	2.00	1.80	1.45	1.30	1.20	

¹And points east thereof and west of Atlantic seaboard.

January 1, 1889. Mississippi River classes A and B changed to 1.82 and 1.63 cents.

REPORT OF THE RAILROAD COMMISSION OF NEVADA 115

Class rates to San Francisco, Cal., from eastern points named—Continued

[Rates in cents per 100 pounds.]

	Class—									
	1	2	3	4	5	A	B	C	D	E
<i>April 11, 1893</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>
New York.....	3.70	3.30	2.65	2.10	1.85	1.85	1.65	1.30	1.15	1.05
Pittsburg.....	3.50	3.10	2.50	2.00	1.80	1.80	1.60	1.25	1.10	1.00
Detroit.....	3.45	3.05	2.45	1.95	1.75	1.80	1.60	1.25	1.10	1.00
Chicago.....	3.40	3.00	2.40	1.90	1.70	1.75	1.55	1.20	1.05	.95
Mississippi River.....	3.20	2.80	2.30	1.85	1.65	1.67	1.48	1.15	1.00	.90
Missouri River.....	3.00	2.60	2.20	1.80	1.60	1.60	1.40	1.10	.95	.85

Effective May 11, 1893. Through rates did not apply from territories east of Chicago.

	Class—									
	1	2	3	4	5	A	B	C	D	E
<i>July 16, 1894</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>
Chicago.....	2.40	2.15	2.00	1.70	1.65	1.60	1.10	1.00	1.00	0.95
Mississippi River.....	2.40	2.15	2.00	1.70	1.65	1.60	1.10	1.00	1.00	.90
Missouri River.....	2.40	2.15	2.00	1.70	1.60	1.60	1.10	1.00	.95	.85
<i>June 24, 1897</i>										
New York.....	2.40	2.15	2.00	1.70	1.65	1.60	1.10	1.00	1.00	.95
Pittsburg.....	2.40	2.15	2.00	1.70	1.65	1.60	1.10	1.00	1.00	.95
Detroit.....	2.40	2.15	2.00	1.70	1.65	1.60	1.10	1.00	1.00	.95

Chicago, Mississippi River, and Missouri River as above.

	Class—									
	1	2	3	4	5	A	B	C	D	E
<i>June 25, 1898</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>
New York.....	3.00	2.60	2.20	1.90	1.65	1.60	1.25	1.00	1.00	0.95
Pittsburg.....	3.00	2.60	2.20	1.90	1.65	1.60	1.25	1.00	1.00	.95
Detroit.....	3.00	2.60	2.20	1.90	1.65	1.60	1.25	1.00	1.00	.95
Chicago.....	3.00	2.60	2.20	1.90	1.65	1.60	1.25	1.00	1.00	.95
Mississippi River.....	3.00	2.60	2.20	1.90	1.65	1.60	1.25	1.00	1.00	.90
Missouri River.....	3.00	2.60	2.20	1.90	1.60	1.60	1.25	1.00	.95	.85

January 18, 1904: All classes read the same as from New York.

January 1, 1909: Fifth, A, B, C, D, and E classes were cut out from groups B and C (New York and Boston territories); balance of rates remained the same.

APPENDIX B

Statement showing certain traffic statistics for the years ending June 30, 1910 and 1901, as reported to the Interstate Commerce Commission by the roads named.

Railroads	Average mileage operated during year		Operating revenues per mile of road		Net operating revenue per mile of road		Number of tons carried one mile per mile of road		Number of passengers carried one mile per mile of road	
	1910	1901	1910	1901	1910	1901	1910	1901	1910	1901
The Atchison, Topeka & Santa Fe Ry. Co.	<i>Miles</i> 7,459.03	<i>Miles</i> *6,650.71	\$11,660	*\$7,117	\$4,159	*\$2,950	757,977	*513,589	141,351	*69,166
The Atchison, Topeka & Santa Fe Ry. Co.		4,815.09		7,341		3,204		555,076		67,741
The San Francisco & San Joaquin Valley Ry. Co. ^a		372.57		4,849		850		192,800		63,045
The Santa Fe Pacific R. R. Co. ^b		887.99		7,972		2,905		640,459		33,939
Southern California Ry. Co. ^c		487.37		6,152		2,591		178,346		68,841
The California Eastern Ry. Co. ^d		29.44		732		224		3,517		2,441
Randsburg Ry. Co. ^d		29.00		1,541		736		13,439		5,286
Arizona & Utah Ry. Co. ^e		29.25		1,048		287		(f)		(f)

*This item, based on returns for 1901 made by seven roads indicated, is inserted for substantial comparison with corresponding item for 1910 shown for the Atchison, Topeka & Santa Fe Ry. Co.

^aDeeded to Atchison, Topeka & Santa Fe Ry. Co., April 1, 1901, but for convenience the operations of the property were separately reported for the entire year ended June 30, 1901.

^bDeeded to Atchison, Topeka & Santa Fe Ry. Co., July 1, 1903.

^cDeeded to and merged in Atchison, Topeka & Santa Fe Ry. Co., January 31, 1906.

^dShown as a proprietary company in 1910 report of Atchison, Topeka & Santa Fe Ry. Co.

^eReorganized as Western Arizona Ry. Co., December 21, 1905, shown as a proprietary company in 1910 report of Atchison, Topeka & Santa Fe Ry. Co.

^fData not reported.

Statement of gross and net earnings for years ending June 30, 1910 and 1901, as reported to the Interstate Commerce Commission by the roads named.

Railroads	Operating revenues		Net operating revenue	
	1910	1901	1910	1901
The Atchison, Topeka & Santa Fe Ry. Co.	\$86,971,313	*\$47,330,728	\$31,025,848	*\$19,622,592
The Atchison, Topeka & Santa Fe Ry. Co.		35,349,805		15,427,074
The San Francisco & San Joaquin Valley Ry. Co. ^a		1,806,534		316,785
The Santa Fe Pacific R. R. Co. ^b		7,078,990		2,579,775
Southern California Ry. Co. ^c		2,998,496		1,262,639
The California Eastern Ry. Co. ^d		21,544		6,591
Randsburg Ry. Co. ^d		44,698		21,330
Arizona & Utah Ry. Co. ^e		30,661		8,398

*This item, based on returns for 1901 made by seven roads indicated, is inserted for substantial comparison with corresponding item for 1910 shown for the Atchison, Topeka & Santa Fe Ry. Co.

^aDeeded to Atchison, Topeka & Santa Fe Ry. Co., April 1, 1901, but for convenience the operations of the property were separately reported for the entire year ended June 30, 1901.

^bDeeded to Atchison, Topeka & Santa Fe Ry. Co., July 1, 1903.

^cDeeded to and merged in Atchison, Topeka & Santa Fe Ry. Co., January 31, 1906.

^dShown as a proprietary company in 1910 report of Atchison, Topeka and Santa Fe Ry. Co.

^eReorganized as Western Arizona Ry. Co., December 21, 1905; shown as a proprietary company in 1910 report of Atchison, Topeka & Santa Fe Ry. Co.

APPENDIX C

DISTANCES AND RATES TO SACRAMENTO, CAL.

Distances:

	Miles
Chicago to Sacramento	2,184
Mississippi River (Burlington) to Sacramento	1,983
Missouri River (Omaha) to Sacramento	1,693

Rates on commodities, carload, to Sacramento, Cal.

Commodities	Chicago		Mississippi River		Missouri River	
	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile
Agricultural implements, viz. reapers, mowers, headers, mower-knife grinders, harvesters, hay tedders, hayrakes and extra parts for same, straight or mixed carloads; minimum weight, 24,000 pounds	\$1.25	1.1446	\$1.20	1.2102	\$1.20	1.4176
Hand implements, viz. forks, barley (wooden); forks, hay or manure; forks, spading; hoes; potato hooks; rakes (wooden or iron); scythes and snaths; grain cradles in packages; minimum weight, 24,000 pounds	1.35	1.2362	1.30	1.3111	1.25	1.4766
Potato sorters, straight carload, or potato sorters and potato diggers in mixed carload; minimum weight, 24,000 pounds	1.35	1.2362	1.30	1.3111	1.30	1.5857
Shovels, spades, and scoops, in packages; minimum weight, 24,000 pounds	1.35	1.2362	1.30	1.3111	1.25	1.4766
Ale, beer, and porter, in wood or in glass, packed	1.00	.9157	1.00	1.0085	1.00	1.1813
Alum, crude or refined, in packages; minimum weight, 40,000 pounds	.75	.6868	.75	.7564	.75	.8860
Ammonia, sulphate, in packages; minimum weight, 60,000 pounds	.50	.4578	.50	.5295	.50	.5906
Arsenate of lead, in packages, minimum weight, 40,000 pounds	.85	.7783	.85	.8572	.85	1.0040
Asbestos, n. o. s., asbestos roofing slate, asbestos building paper and felting; minimum weight, 24,000 pounds	1.00	.9157	1.00	1.0085	1.00	1.1813
Asphaltum in packages; minimum weight, 60,000 pounds	.55	.5036	.55	.5547	.55	.6497
Assayers' clay crucibles, muffles, and scorifiers	1.00	.9157	1.00	1.0085	1.00	1.1813
Automobiles, passenger and freight, and extra parts; minimum weight, 12,000 pounds	3.00	2.7471	3.00	3.0255	3.00	3.5439
Babbitt metal; minimum weight, 40,000 pounds	1.00	.9157	1.00	1.0085	1.00	1.1813
Bags and bagging, burlap, gunny hemp or jute	.85	.7783	.85	.8572	.85	1.0041
Bags, cotton, in bales or trusses	1.25	1.1446	1.25	1.2807	1.25	1.4766
Bath tubs, seamless steel (enameled); minimum weight, 24,000 pounds	1.50	1.3736	1.50	1.5128	1.50	1.7719
Baking powder and baking-powder compound, boxed	1.20	1.0989	1.20	1.2102	1.20	1.4176
Beans and peas, dried, split, or whole, in sacks or barrels; minimum weight, 40,000 pounds	.85	.7783	.85	.8572	.85	1.0041
Belting, rubber, cotton, or leather	1.20	1.0989	1.20	1.2102	1.20	1.4176
Bicycles (complete or stripped, with or without stripped parts), boxed or crated; minimum weight, 10,000 pounds	2.50	2.2893	2.50	2.5214	2.50	2.9532
Billiard tables, knocked down, including slates or marbles, cues, etc.; minimum weight, 24,000 pounds	1.45	1.3278	1.45	1.4624	1.45	1.7070
Books, n. o. s., boxed	1.40	1.2825	1.40	1.4120	1.40	1.6538
Books, blank, including school composition books, blank books, and tablets for school purposes in paper covers, boxed	1.25	1.1446	1.25	1.2607	1.25	1.4766
Bottles, glass, n. o. s., carboys; flasks, glass, common in boxes, crates or casks	.85	.7783	.85	.8572	.75	.8860
Boxes, paper or pasteboard, n. o. s., nested, boxed, 24,000 pounds	1.25	1.1446	1.25	1.2607	1.25	1.4766
Brass, butts, bolts, castings, faucets, n. o. s., hinges, moldings, nails, rivets, tacks, blanks, screws, corners for picture frames, and door rails, boxed	1.50	1.3736	1.50	1.5128	1.50	1.7719
Broom corn; minimum weight, 16,000 pounds	1.25	1.1446	1.25	1.2607	1.25	1.4766
Buggies (not including baby buggies), carriages, hearses, sleighs, wagons, and other light passenger vehicles, finished or unfinished; minimum weight, 12,000 pounds	2.50	2.2893	2.50	2.5214	2.50	2.9532
Burial cases, wooden (not metallic lined); minimum weight, 24,000 pounds	1.50	1.3736	1.50	1.5128	1.50	1.7719

118 REPORT OF THE RAILROAD COMMISSION OF NEVADA

Rates on commodities, carload, to Sacramento, Cal.—Continued

Commodities	Chicago		Mississippi River		Missouri River	
	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile
Cans, tin (including tin boxes, tin lard cans, tin lard pails and milk cans), in packages or in bulk; minimum weight, 20,000 pounds.....	\$0.85	<i>Cents</i> 0.7783	\$0.85	<i>Cents</i> 0.8572	\$0.85	<i>Cents</i> 1.0041
Carpets, n. o. s., minimum weight, 24,000 pounds.....	1.85	1.6941	1.85	1.8658	1.85	2.1854
Cement, building, or paving, n. o. s., in packages; minimum weight, 40,000 pounds.....	.50	.4578	.50	.5295	.45	.5316
Cereals: Barley, corn (including Kaffir corn but not including popcorn), rye, oats, and spelts; minimum weight, 50,000 pounds.....	.60	.5494	.60	.6001	.55	.6497
Flour; minimum weight, 50,000 pounds.....	.80	.7326	.75	.7564	.75	.8860
China and majolica ware, not including ornaments, in boxes, barrels, or casks; minimum weight, 24,000 pounds.....	1.00	.9157	1.00	1.0085	1.00	1.1813
Cider and vinegar (not acetic acid), in glass, earthenware, or tin, boxed, or in wood.....	.85	.7783	.85	.8572	.85	1.0041
Coffee (including cereal coffee), roasted or ground, in boxes, barrels, or drums.....	1.10	1.0073	1.10	1.1094	1.10	1.2994
Composition for roofing, in packages; minimum weight, 40,000 pounds.....	.75	.6868	.75	.7564	.75	.8860
Conduits, clay; minimum weight, 50,000 pounds.....	.50	.4578	.50	.5295	.50	.5906
Conduits (wooden), n. o. s.; minimum weight, 40,000 pounds.....	.85	.7783	.85	.8572	.85	1.0041
Crackers, matzos, matzos meal, cakes, fruit biscuit, pretzels, toast, and shredded wheat biscuit, in boxes or barrels; minimum weight, 24,000 pounds.....	1.50	1.3736	1.50	1.5128	1.50	1.7719
Drugs, medicines, and chemicals, nitrate of ammonia, medicinal oils, witch hazel, and flavoring extracts; minimum weight, 24,000 pounds.....	1.50	1.3736	1.50	1.5128	1.50	1.7719
Earthenware, stoneware, and crockery, in bulk or in packages; minimum weight, 24,000 pounds.....	1.00	.9157	1.00	1.0085	1.00	1.1813
Earthenware, plumbers', viz, washbowls, water-closet bowls, cisterns and tanks, and urinals, boxed or crated.....	2.00	1.8314	2.00	2.0170	2.00	2.3628
Engines, traction; minimum weight, 24,000 pounds.....	1.25	1.1446	1.20	1.2102	1.20	1.4176
Fish, dried and salted, smoked and pickled, n. o. s.....	1.20	1.0869	1.20	1.2102	1.20	1.4176
Food, animal; animal and poultry tonics and regulators; condiments, animal (for use in animal food); and dog biscuit; in packages.....	1.00	.9157	1.00	1.0085	1.00	1.1813
Glass, window, common, boxed.....	.90	.8241	.90	.9077	.90	1.0632
Glassware (except cut), n. o. s., and glass lamps, plain; fruit and jelly glasses and jars, n. o. s.; minimum weight, 24,000 pounds.....	1.20	1.0989	1.20	1.2102	1.20	1.4176
Glucose, in barrels.....	.75	.6868	.75	.7564	.75	.8860
Glue, in boxes, barrels, or kegs.....	.85	.7783	.85	.8572	.85	1.0041
Grindstones (and frames), mounted or unmounted.....	.80	.7326	.80	.8068	.80	.9450
Hames, wooden, in boxes, crates or bundles.....	1.00	.9157	1.00	1.0085	1.00	1.1813
Hardware as follows:						
Picks and mattocks, with or without handles, boxed.....	1.25	1.1446	1.25	1.2807	1.25	1.4766
Chain, trace and hobble; minimum weight, 40,000 pounds.....	.85	.7783	.85	.8572	.85	1.0041
Peavies, cant-hooks, handles for same, pike poles, picaroons, skidding tongs, timber carriers, and parts thereof.....	1.25	1.1446	1.25	1.2807	1.25	1.4766
Harness, n. o. s.; minimum wt., 20,000 pounds.....	2.00	1.8314	2.00	2.0170	2.00	2.3628
Hay and straw, baled and pressed; minimum weight, 20,000 pounds.....	.75	.6868	.75	.7564	.75	.8860
Hollow ware of cast iron only, plain or enameled, bake ovens, broilers, gem pans, griddles, kettles, pots, sauce pans, skillets, spiders, tea kettles.....	1.20	1.0989	1.20	1.2102	1.20	1.4176
Hose, rubber (with or without covering), in cases, crates, or bales.....	1.25	1.1446	1.25	1.2807	1.25	1.4766
Iron and steel articles:						
Angle bars, beams, braces, channels, columns, piling rods, tees, washers, weights.....	.80	.7326	.80	.8068	.80	.9450
Castings, n. o. s., plain as from the sand.....	.80	.7326	.80	.8068	.80	.9450
Pipe, n. o. s. (including riveted, lock bar, spiral or straight, seam); minimum wt., 24,000 lbs.....	1.00	.9157	1.00	1.0085	1.00	1.1813
Lanterns (not including magic, paper, or toy lanterns), in boxes, barrels, casks, or crates; minimum weight, 20,000 pounds.....	1.20	1.0989	1.20	1.2102	1.20	1.4176
Lard and lard substitutes, n. o. s.....	1.25	1.1446	1.25	1.2807	1.25	1.4766
Lime (including hydrated lime), in barrels, boxes, bags, or in bulk; minimum wt., 40,000 pounds.....	.50	.4578	.50	.5295	.50	.5906

Rates on commodities, carload, to Sacramento, Cal.—Continued

Commodities	Chicago		Mississippi River		Missouri River	
	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile
Lime, phosphate of, in barrels.....	\$1.10	<i>Cents</i> 1.0073	\$1.10	<i>Cents</i> 1.1094	\$1.10	<i>Cents</i> 1.2994
Liquors: Brandy, New England rum, whisky, gin, and fruit juice.....	1.25	1.1446	1.25	1.2607	1.25	1.4766
Machinery, mining; minimum wt., 24,000 pounds.....	1.50	1.3736	1.50	1.5128	1.50	1.7719
Milk, condensed, liquid or dry, in tin or glass, packed in boxes or in wood; min. wt., 40,000 pounds.....	.85	.7783	.85	.8572	.85	1.0041
Nails and spikes (not including railroad spikes or ship and boat spikes), cut or wire, n. o. s., in boxes or kegs.....	.70	.6410	.70	.7060	.70	.8269
Nails, horse, in boxes.....	.90	.8241	.90	.9077	.90	1.0632
Nuts, edible, n. o. s. (not shelled), in packages; minimum weight, 24,000 pounds.....	1.50	1.3736	1.50	1.5128	1.50	1.7719
Peanuts, shelled or not shelled, in packages, minimum weight, 24,000 pounds.....	1.30	1.1904	1.30	1.3111	1.30	1.5416
Nut kernels or nut meats, boxed; minimum weight, 24,000 pounds.....	2.20	2.0146	2.20	2.2188	2.20	2.5988
Oil cake and oil-cake meal; min. wt., 40,000 pounds.....	.60	.5494	.60	.6061	.60	.7088
Oilcloth (floor) linoleum, wood grain flooring and cork carpet, boxed, crated or wrapped.....	1.00	.9157	1.00	1.0085	1.00	1.1807
Oilcloth, n. o. s., boxed, crated or wrapped.....	1.10	1.0073	1.10	1.1094	1.10	1.2994
Oils, petroleum and petroleum products, including compounded petroleum oils and greases (exclusive of sewing machine and cycle oils), classified fifth class under "petroleum and petroleum products" under heading of "oils" in western classification.....	.90	.8241	.90	.9077	.90	1.0632
Castor, coconut, corn, palm, rubber, rapeseed, lard, linseed, neats-foot, red, resin, or "M," and tallow, transil, and transformer oils, and paint oils.....	.90	.8241	.90	.9077	.90	1.0632
Cottonseed oil.....	.90	.8241	.90	.9077	.90	1.0632
Onions and onion sets, in packages.....	.75	.6868	.75	.7564	.75	.8859
Packing-house products, viz, bacon, hams, beef, pork, lard, and lard substitutes, (n. o. s.), sweet pickled tongues, tripe, pigs' feet, sausage, and meats (canned or in glass); min. wt. 26,000 pounds.....	1.65	1.5109	1.65	1.6641	1.60	1.8901
Same with meat, fresh, minimum weight, 26,000 pounds.....	2.00	1.8314	2.00	2.0170	2.00	2.3614
Paints in cans (packed in boxes or barrels), or in barrels, casks, kegs, kits, boxes, or iron drums; minimum weight, 40,000 pounds.....	.95	.8695	.95	.9681	.95	1.1222
White or red lead or litharge, dry or in oil, in cans (packed in boxes or barrels), or in barrels, casks, kegs, kits, steel pails, or iron drums; minimum weight, 60,000 pounds.....	.85	.7783	.85	.8572	.85	1.0041
Paper, building, n. o. s.: roofing and felt; book, not surface-coated, n. o. s.; news; poster; wrapping, hardware or manila, tissue, straw, box board, and manila tag board.....	.75	.6868	.75	.7564	.75	.8859
Paper bags, plain or printed, minimum weight, 40,000 pounds.....	1.00	.9157	1.00	1.0085	1.00	1.1807
Paper, wrapping (printed); wrapping, n. o. s.; cloth-lined envelopes (in boxes); fly, ledger, writing (plain or ruled).....	1.20	1.0989	1.20	1.2102	1.20	1.4176
Paper, writing (flat), plain or ruled, including manila writing, ledger linen, and bond papers and paper tablets.....	1.00	.9157	1.00	1.0085	1.00	1.1807
Paper, news, in rolls.....	.75	.6868	.75	.7564	.75	.8859
Pickles, n. o. s., in glass, earthenware, or tin packages, boxed.....	1.00	.9157	1.00	1.0085	1.00	1.1807
Pipe, sewer (clay) and drain tile.....	.65	.5952	.65	.6566	.65	.7208
Plaster, building, n. o. s., in packages, minimum weight, 60,000 pounds.....	.55	.5037	.55	.5547	.55	.6497
Potash, chlorate of, in cans boxed, or in barrels or casks.....	1.00	.9157	1.00	1.0085	1.00	1.1807
Potatoes.....	.75	.6868	.75	.7564	.75	.8859
Preserves (including mincemeat, fruit butters, and jellies) in glass, earthenware, or tin packages, boxed.....	1.10	1.0073	1.10	1.1094	1.10	1.2994
Pulleys (axle, frame, traveling, and window sash) in boxes or barrels.....	1.10	1.0073	1.10	1.1094	1.10	1.2994
Pumps, force, steam, electric, or other power, n. o. s., combination brass and iron (parts thereof when boxed); minimum weight 24,000 pounds.....	1.50	1.3736	1.50	1.5128	1.50	1.7719
Quicksilver flasks; minimum weight 40,000 pounds.....	.80	.7326	.80	.8068	.80	.9456

Rates on commodities, carload, to Sacramento, Cal.—Continued

Commodities	Chicago		Mississippi River		Missouri River	
	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile
Rice, broken rice, and brewers' rice, in packages, straight carloads; minimum weight 40,000 pounds.	\$0.65	<i>Cents</i> 0.5952	\$0.60	<i>Cents</i> 0.6051	\$0.60	<i>Cents</i> 0.7088
Roofing, metal (asbestos-covered) in packages; minimum weight, 24,000 pounds.	1.00	.9157	1.00	1.0085	1.00	1.1807
Rubber boots and shoes, including tennis shoes (canvas tops) and felt boots boxed; minimum weight, 24,000 pounds.	1.50	1.3736	1.50	1.5128	1.50	1.7719
Rubber clothing (not including mackintoshes or garments of similar character), rubber gloves and soft rubber hats, minimum weight, 24,000 pounds.	1.75	1.6025	1.75	1.7650	1.75	2.0673
Rubber packing, straight carloads or mixed carloads of rubber packing and rubber belting.	1.20	1.0989	1.20	1.2102	1.20	1.4176
Rubber tubing, in cases, crates, or bales, minimum weight, 24,000 pounds.	1.25	1.1446	1.25	1.2807	1.25	1.4766
Sadirons, n. o. s., (including electric sadirons and gas, gasoline, charcoal, and alcohol burning sadirons), and sadiron handles and stands, in boxes or barrels; minimum weight, 24,000 pounds.	1.60	1.4652	1.60	1.6136	1.60	1.8901
Saleratus and bicarbonate of soda and soda carbonating compound.	1.20	1.0989	1.20	1.2102	1.20	1.4176
Salt; minimum weight, 40,000 pounds.	.60	.6494	.60	.6081	.60	.6904
Salt peter.	.80	.7326	.80	.8068	.80	.9456
Sal-soda.	.80	.7326	.80	.8068	.80	.9456
Sash, doors, and blinds; wooden door, window and screen frames; carpenters' moldings for door frames and for inside finishing.	.85	.7783	.85	.8572	.85	1.0041
Saws, circular, mill, crosscut, and drag, on boards, or boxed; minimum weight, 24,000 pounds.	1.50	1.3736	1.50	1.5128	1.50	1.7719
Scale and scale beams, n. o. s., (not including computing scales, gold weighing scales, nor assayers nor apothecaries' scales) all fragile parts boxed or crated; minimum weight, 24,000 pounds.	1.20	1.0989	1.20	1.2102	1.20	1.4176
Scrapers, road, road machine, grading plows, land graders and street graders and street rollers; minimum weight, 24,000 pounds.	1.50	1.3736	1.50	1.5128	1.50	1.7719
Scrapers, drag.	1.35	1.2362	1.35	1.3625	1.35	1.5948
Seeds, as follows:						
Alfalfa, beet, clover, grass, hemp, mustard, rape, bird, timothy, millet, and canary, broom-corn seed, also wheat, corn, pop corn, oats, peas and beans, flax, garden, sunflower, and sorghum.	1.20	1.0989	1.10	1.1094	1.00	1.1807
Beet, in straight carloads.	1.00	.9157	1.00	1.0085	1.00	1.1807
Sewing machines and component parts, in boxes or crates; minimum weight, 20,000 pounds.	1.50	1.3736	1.50	1.5128	1.50	1.7719
Sheep dip, liquid.	.65	.5952	.65	.6556	.65	.7208
Shingles, iron or metal, including tile roofing (galvanized iron).	.90	.8241	.90	.9077	.90	1.0632
Shot, in bags.	.75	.6968	.75	.7564	.75	.8859
Sinks (and backs and drain boards for same), sink hoppers, cast-iron, plain, painted, galvanized, porcelain-lined, or granite-lined; minimum weight, 24,000 pounds.	1.25	1.1446	1.25	1.2807	1.25	1.4766
Slate, roofing, n. o. s.; minimum weight, 40,000 lbs.	.80	.7326	.80	.8068	.80	.9456
Sledges, wedges, mauls, and track chisels, iron or steel, in boxes, barrels, or crates.	.85	.7783	.85	.8572	.85	1.0041
Sleds, bob; minimum weight, 24,000 pounds.	1.25	1.1446	1.25	1.2807	1.25	1.4766
Soap, soap chips, and soap powder, in packages, and scouring, washing, and sweeping compounds, n. o. s.; minimum weight, 40,000 pounds.	.80	.7326	.80	.8068	.80	.9456
Soda ash (may be shipped in sacks), soda crystals, caustic soda, and hyposulphate; minimum weight, 40,000 pounds.	.55	.5037	.55	.5547	.55	.6497
Soda fountain supplies, viz, sirups, fruits (crushed or whole), and fruit juices, when packed in wood, glass, or earthenware, boxed.	1.50	1.3736	1.50	1.5128	1.50	1.7719
Spices, n. o. s.; minimum weight, 24,000 pounds.	1.25	1.1446	1.25	1.2807	1.25	1.4766
Springs, automobile, carriage, wagon, and wagon bolster and wagon seat springs, n. o. s.	1.15	1.0531	1.15	1.1598	1.15	1.3998
Springs, wire, n. o. s.; minimum weight, 24,000 lbs.	1.10	1.0073	1.10	1.1094	1.10	1.2984
Stamped ware, agate or enameled, n. o. s., also granite ironware, n. o. s., in boxes, barrels, or crates; minimum weight, 22,000 pounds.	1.20	1.0989	1.20	1.2102	1.20	1.4176
Starch (including cornstarch) and dextrine.	1.00	.9157	1.00	1.0085	1.00	1.1807

Rates on commodities, carload, to Sacramento, Cal.—Concluded

Commodities	Chicago		Mississippi River		Missouri River	
	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile	Rate per 100 pounds	Rate per ton per mile
Staves and heading, rough or finished, and hoops, also wine tanks (k. d.); minimum weight, 40,000 pounds	\$0.85	<i>Cents</i> 0.7783	\$0.85	0.8572	\$0.85	<i>Cents</i> 1.0041
Stoves (cast iron) cooking, heating; minimum wt., 24,000 pounds	1.30	1.1904	1.30	1.3111	1.30	1.5416
Stovepipe (including stovepipe iron cut in shape nested) stovepipe elbows, tiles, and thimbles; minimum weight, 20,000 pounds	1.25	1.1446	1.25	1.2807	1.25	1.4766
Sulphur, in packages; minimum wt., 40,000 pounds	.75	.6868	.75	.7564	.75	.8859
Sweat and collar pads and harness pads (not leather), boxed or in bales; minimum weight, 20,000 pounds	1.25	1.1446	1.25	1.2807	1.25	1.4766
Sirup (corn, glucose, malt, maple, and rock candy) and molasses	.75	.6868	.75	.7564	.75	.8859
Sirup, n. o. s.	1.25	1.1446	1.25	1.2807	1.25	1.4766
Tapioca and tapioca flour, in packages; minimum weight, 40,000 pounds	.90	.8241	.90	.9077	.90	1.0632
Tea, boxed; minimum weight, 24,000 pounds	1.25	1.1446	1.25	1.2807	1.25	1.4766
Terra cotta, building	.75	.6868	.75	.7564	.75	.8859
Tinware, n. o. s.; minimum weight, 22,000 pounds	1.20	1.0969	1.20	1.2102	1.20	1.4176
Tubs, stationary wash, cast iron; minimum weight, 24,000 pounds	1.40	1.2820	1.40	1.4120	1.40	1.6538
Turpentine, spirits of	1.25	1.1446	1.25	1.2807	1.25	1.4766
Twine and cordage, viz, cotton, flax, hemp, jute, fleece, sail, spring, steel, manila and cotton seine twine and cordage	.95	.8695	.95	.9581	.95	1.1222
Varnish, in barrels, or in cans, boxed	.95	.8695	.95	.9581	.95	1.1222
Wagons, farm, and common dump carts, without springs; minimum weight, 24,000 pounds	1.25	1.1446	1.25	1.2807	1.25	1.4766
Wheelbarrows, (k. d.) wheelbarrow wheels and barrel carts, (k. d.); minimum weight, 24,000 pounds	1.00	.9157	1.00	1.0085	1.00	1.1807
Windmills and parts of same, including tanks and towers; minimum weight, 24,000 pounds	1.25	1.1446	1.25	1.2807	1.25	1.4766
Wire fencing in rolls and coarse wire netting for fencing	.80	.7326	.80	.8068	.80	.9456
Wire rope and cable	1.10	1.0073	1.10	1.1094	1.10	1.2994
Woodenware; minimum weight, 16,000 pounds	1.35	1.2362	1.35	1.3625	1.35	1.5948
Zinc, sheet, in casks or boxes; minimum weight, 40,000 pounds	1.25	1.1446	1.25	1.2807	1.25	1.4766

APPENDIX D

[From brief of Railroad Commission of Nevada.]

COMPLAINANT'S EXHIBIT No. 47—*Showing shipments moving to Reno from eastern territory via Ogden gateway in calendar year 1908, showing point of origin, total receipts under present rates, receipts under rates proposed, receipts of Southern Pacific Company under present rates, and receipts of Southern Pacific Company under rates proposed; statement also shows receipts per ton per mile on total movement under present rates and receipts per ton per mile under rates proposed; receipts per ton per mile of Southern Pacific Company under present rates and receipts per ton per mile of Southern Pacific Company under proposed rates.*

[Groups, classification, tonnage, and revenue, including Southern Pacific Company's proportion, taken from the waybills in Reno freight office of the Southern Pacific Company by the Railroad Commission of Nevada.]

1	Weight in tons		5	6	7	8	9	10	11	12
	2	3								
	C L	L. C. L.	Total revenue under present rates	Total revenue under proposed or terminal rates	Revenue of Southern Pacific Company under present rates	Revenue of Southern Pacific Company under proposed or terminal rates	Receipts per ton under present total haul	Receipts per ton under proposed or terminal rates on total haul	Receipts per ton under present rates	Receipts per ton under proposed or terminal rates
Originating in group—	Total		Total revenue under present rates	Total revenue under proposed or terminal rates	Revenue of Southern Pacific Company under present rates	Revenue of Southern Pacific Company under proposed or terminal rates	Receipts per ton under present total haul	Receipts per ton under proposed or terminal rates on total haul	Receipts per ton under present rates	Receipts per ton under proposed or terminal rates
	C L	L. C. L.								
	183	70								
	B.....	2,080	253	\$6,619.98	\$5,980.18	\$1,965.83	1,3107	8001	4,2880	1,4100
	C.....	2,080	685	102,008.21	58,135.15	22,902.36	1,4450	9489	3,8893	1,5380
	D.....	2,207	2,715	89,621.20	66,770.65	25,653.18	1,5728	1,1482	3,3514	1,7183
	E.....	1,970	1,713	62,043.16	49,255.19	34,041.32	1,8094	1,4416	3,2880	1,8175
	F.....	1,891	1,980	68,158.73	61,083.44	36,287.81	2,2949	2,0572	3,3222	2,3949
	G.....	1,665	11	28,359.23	25,577.55	13,566.74	1,2091	1,1731	1,4710	1,3962
	H, I, J.....	619	44	16,842.70	10,442.11	11,487.56	2,3062	1,4311	3,1431	1,3888
Totals	Wheat, salt, barley, cement, and coal from Idaho, Utah, and Wyoming		11,177	78,679.92	59,008.44	59,008.44	7825	7825	9608	9603
			28,322	\$454,343.69	\$288,516.40	\$178,087.94	1,3800	1,1156	2,0633	1,3079

Average cost per ton per mile for operating expenses (1908) Ogden to Reno, 4.88 mills.

Average cost per ton per mile for operating expenses (1907) on entire Central Pacific Railway, 7.06 mills.

Average receipts per ton per mile on Southern Pacific system, 1.21 cents.

Average revenue upon each ton Ogden to Reno under present rates, \$11.61.

Average revenue upon each ton Ogden to Reno under proposed or Pacific coast terminal rates, \$7.63.

LOW-GRADE PRODUCTS

Referring to this exhibit attention may be directed to the fact that 56 per cent of the total tonnage (23,322) consisted of low-grade products, and were as follows:

	<i>Tons</i>		<i>Tons</i>
Coal.....	5,225	Oats.....	495
Wheat.....	4,334	Barley.....	338
Cement.....	1,242	Grits.....	200
Marble and stone.....	445	Lumber.....	69
Brick.....	103		
Salt.....	370	Total.....	13,101
Corn.....	278		

Out of the 13,101 tons of low-grade products it will be noted by reference to the bottom column of Exhibit No. 47 that 11,177 tons of said products moved into Reno from Idaho, Utah and Wyoming, at rates which did not exceed Pacific coast terminal rates.

The footnote on bottom of Exhibit No. 47 shows the average receipts per ton-mile on the Southern Pacific for the year 1909 as 1.21 cents. In comparison therewith attention is directed to column No. 10, Exhibit No. 47, wherein is shown receipts per ton-mile covering movement of freight from each group territory, at Pacific coast terminal rates, with total average receipts of 1.1156 cents, or in other words, this would be the receipts accruing if the business moved through to San Francisco. Column 12 shows receipts per ton-mile covering actual movement of freight from group territories, at proposed or Pacific coast terminal rates to Reno, with a total average of 1.3879 cents, or 1.58 mills in excess of the average receipts for the Southern Pacific system as a whole.

Of course, at Winnemucca, and in fact all main-line points east of Reno to the Nevada-Utah state line, the excess receipt per ton-mile over the average for the system as a whole will be correspondingly greater as we move eastward, or rather as the haul from Ogden westward is shortened. On the basis of this comparative revenue showing alone, it is conclusive that the application of Pacific coast terminal rates to Southern Pacific main-line points in Nevada would be more than compensatory.

COST OF OPERATION BETWEEN OGDEN AND SPARKS

Regarding the cost of operation between Ogden and Sparks based upon the total west-bound movement of freight for the eleven months ending November 30, 1908, furnished by Mr. T. F. Rowlands, assistant superintendent Southern Pacific Company at Sparks, Nevada, upon request of the Railroad Commission of Nevada, and the revenue per ton accruing from Ogden to Reno (Reno being three miles west of Sparks), predicated upon the actual movement of 23,322 tons of west-bound freight received at Reno from all eastern territory for the calendar year 1908, it may be stated that a detailed showing is made in Complainant's Exhibits No. 37, 44, 47 and 48.

Before contrasting the revenue to the cost of the service, we shall, for convenience, set forth herein recapitulated portions of said exhibits.

Total gross tonnage moved Ogden to Sparks, distance 538 $\frac{1}{4}$ miles, January 1 to December 1, 1908, 1,816,346 tons.

This tonnage was moved in 51,845 cars and 1,279 trains.

Average weight of car used in finding net weight of contents, 18 tons.

Gross weight of cars, 933,210 pounds.

Net weight of freight, 883,237 pounds.

For the year 1907 on the Central Pacific Railway, Mr. Seger shows that 79.3 per cent was commercial and 20.7 per cent was company freight.

Applying the same proportion for 1908 we find the commercial freight represented in the above tonnage is 690,407 tons.

Dividing 1,279 trains into the above commercial freight tonnage, we have an average of 539.9 tons per train.

The average cost of operation per freight-train-mile on the Central Pacific Railway in 1907 (as shown by Seger) was \$2.36.

The average cost of operation per train-mile on the Central Pacific in 1907 (as shown by annual report) was \$1.77, while the average cost in 1908 is shown to be \$1.989, or an increase in cost of 12.36 per cent.

Applying the 12.36 per cent increase to the \$2.36 and we find the average cost of operation per freight-train-mile for the year 1908 is \$2.65.

Applying \$2.65 cost per freight-train-mile to the number of miles, Ogden to Sparks, 538.5, and we find the average cost of operation (all expenses) of moving one train from Ogden to Sparks is \$1,427.02.

Dividing 539.9 tons per train into \$1,427.02, the cost per train, and we find the average cost of operation per ton of commercial freight from Ogden to Sparks is \$2.64, or if further divided by 538.5, the mileage, 4.88 mills per ton-mile.

[NOTE—If the company freight was included, the average per train would be 690 tons instead of 539.9 and divided into \$1,427.02, the cost per train, we find the average cost of operation per ton from Ogden to Sparks is \$2.08, or if divided by 538.5, the mileage, 3.85 mills per ton-mile.]

The Southern Pacific Company received as its proportion of the rates covering the movement of 23,322 tons of commercial freight from all eastern territory to Reno in 1908, an average revenue of \$11.51 per ton, or 4.3 times the average cost of service from Ogden to Reno.

If rates no higher than Pacific coast terminal rates had been in effect to Nevada main-line points, and covered the movement of the said 23,322 tons of commercial freight from Ogden to Reno in 1908, the average revenue accruing to the Southern Pacific Company would have been \$7.63 or 2.9 times the average cost of service.

Briefly the foregoing deductions indicate the scientific and conclusive manner in which the earnings and expenses covering west-bound business have been segregated and assigned to the Central Pacific mileage from Ogden to Sparks.

COST AND REVENUE

Applying the average operating expenses of 4.88 mills per ton per mile to Nevada main-line points according to respective distances of west-bound haul from Ogden and contrasting therewith \$11.51 and \$7.63, the average revenue heretofore shown, the results obtaining are interesting and instructive.

The following tables express the matter forcefully:

TABLE NO. 1

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 4.88 mills per ton per mile	Average revenue per ton on basis of actual amount received from west-bound business at Reno, 1908	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	Miles				
Tecoma, Nevada-Utah state line	113.5	\$0.53	\$11.51	4.6	95.4
Cobre	137.5	.67	11.51	6.0	94.0
Wells	174.8	.85	11.51	7.5	92.5
Elko	226.3	1.10	11.51	9.5	90.5
Palisade	256.6	1.23	11.51	10.7	89.3
Battle Mountain	306.5	1.49	11.51	13.0	87.0
Golconda	348.3	1.69	11.51	14.7	85.3
Winnemucca	365.0	1.78	11.51	16.0	84.0
Imlay	398.0	1.94	11.51	17.0	83.0
Lovelock	438.0	2.13	11.51	18.5	81.5
Hazen	494.2	2.41	11.51	21.0	79.0
Reno	540.0	2.64	11.51	23.0	77.0

NOTE—It will be observed that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Compare these figures with those in columns 5 and 6. They indicate conclusively that the old rates are grossly exorbitant.

TABLE NO. 2

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 4.88 mills per ton per mile	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.53	\$7.63	7.0	93.0
Cobre.....	137.5	.67	7.63	9.0	91.0
Wells.....	174.8	.85	7.63	11.0	89.0
Elko.....	226.3	1.10	7.63	14.5	85.5
Palisade.....	256.6	1.23	7.63	16.0	84.0
Battle Mountain.....	306.5	1.49	7.63	19.0	81.0
Golconda.....	343.3	1.69	7.63	22.0	78.0
Winnemucca.....	365.0	1.78	7.63	23.0	77.0
Imlay.....	398.0	1.94	7.63	25.5	74.5
Lovelock.....	438.0	2.13	7.63	28.0	72.0
Hazen.....	494.2	2.41	7.63	31.5	68.5
Reno.....	540.0	2.64	7.63	34.5	65.5

NOTE—Attention is directed to the fact that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Contrast these figures with those in columns 5 and 6 and they indicate that Pacific Coast terminal rates applied at Nevada main-line points are unreasonably high and more than a fair compensation.

The following table is made on the basis of 3.85 mills per ton per mile, the average cost of operation covering the movement of all freight business (company and commercial) from Ogden to Sparks in 1908. Cost of operation per ton is shown from Ogden to Nevada main-line points, after which the cost is compared with \$7.63, the average Pacific coast terminal rate revenue, and the operating results set forth in percentages.

TABLE NO. 3

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 3.85 mills per ton per mile	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.45	\$7.63	6.0	94.0
Cobre.....	137.5	.53	7.63	7.0	93.0
Wells.....	174.8	.67	7.63	9.0	91.0
Elko.....	226.3	.87	7.63	11.5	88.5
Palisade.....	256.6	.975	7.63	13.0	87.0
Battle Mountain.....	306.5	1.13	7.63	15.0	85.0
Golconda.....	343.3	1.34	7.63	17.5	82.5
Winnemucca.....	365.0	1.40	7.63	18.5	81.5
Imlay.....	398.0	1.54	7.63	20.0	80.0
Lovelock.....	438.0	1.68	7.63	22.0	78.0
Hazen.....	494.2	1.90	7.63	25.0	75.0
Reno.....	540.0	2.08	7.63	27.0	73.0

NOTE—The company's reports show that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Contrast these figures with those in columns 5 and 6, and the result is clear at a glance.

The following table is made on the basis of 7 mills per ton per mile, the average cost of operation (all expenses) of the commercial freight business of the Southern Pacific system as a whole. Included therein is the extraordinarily expensive operation of the freight-train service over the Sierra Nevada, Tehachapi and Siskiyou mountains, numerous branch lines, local freight-train service, and the expenses incidental to the handling of company freight, the tonnage of which did

126 REPORT OF THE RAILROAD COMMISSION OF NEVADA

not enter into the calculation in finding the average commercial ton-mile cost. Cost of operation per ton is shown from Ogden to Nevada main-line points according to respective distances, after which the costs are contrasted to \$7.63, the average Pacific coast terminal rate revenue, and the operating results set forth in percentages.

TABLE NO. 4

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 7 mills per ton per mile	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Tecoma, Nevada-Utah state line.....	113.5	\$0.79	\$7.63	10.5	89.5
Cobre.....	137.5	.96	7.63	12.5	87.5
Wells.....	174.8	1.22	7.63	16.0	84.0
Elko.....	226.3	1.58	7.63	21.0	79.0
Palisade.....	256.6	1.79	7.63	23.5	76.5
Battle Mountain.....	306.5	2.15	7.63	28.0	72.0
Golconda.....	348.3	2.44	7.63	32.0	68.0
Winnemucca.....	365.0	2.58	7.63	34.0	66.0
Imlay.....	398.0	2.79	7.63	38.0	62.0
Lovelock.....	438.0	3.06	7.63	40.0	60.0
Hazen.....	494.2	3.46	7.63	45.0	55.0
Reno.....	540.0	3.78	7.63	50.0	50.0

NOTE—Attention is directed to the fact that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Compare these figures with those in columns 5 and 6 and they prove conclusively that Pacific coast terminal rates applied as the maximum at Nevada main-line points are unreasonably high and more than a fair compensation.

The following table is made on the assumption that the cost of operation of west-bound transcontinental freight, moving in maximum trainload lots, does not exceed 2.26 mills per ton per mile from Ogden to Reno, 4.52 mills from Reno to Sacramento and 2.50 mills from Sacramento to San Francisco, or an average of 2.74 mills from Ogden to San Francisco. Cost of operation per ton is shown from Ogden to various important main-line points, after which the costs are contrasted to \$7.63, the average Pacific coast terminal rate revenue, and the operating results set forth in percentages.

TABLE NO. 5

From Ogden to—	Distance	Average cost of moving 1 ton (all expenses) on basis of 2.26 mills to Reno, 4.52 mills to Sacramento, 2.50 mills to San Francisco	Average revenue per ton on basis of proposed or Pacific coast terminal rates	Percentage of operating expenses to revenue	Percentage of net revenue from operation
1	2	3	4	5	6
	<i>Miles</i>				
Elko.....	226.3	\$0.51	\$7.63	6.7	93.3
Winnemucca.....	365.0	.82	7.63	11.0	89.0
Hazen.....	494.2	1.11	7.63	14.5	85.5
Reno.....	540.0	1.22	7.63	16.0	84.0
Sacramento.....	696.0	1.92	7.63	25.0	75.0
San Francisco.....	786.0	2.15	7.63	28.0	72.0

NOTE—Attention is directed to the fact that the percentage of operating expenses to operating revenues for the Southern Pacific system as a whole is 56 per cent, or 44 per cent net revenue from operation. Compare these figures with those in columns 5 and 6 and they indicate conclusively that transcontinental rates to Pacific coast terminals are certainly more than a mere trifle above "cost of transportation," and that in fact, they are, considering "all expenses," highly compensatory.

The foregoing tables prove conclusively the merits of our earnest contention for the absolute enforcement of the fourth section.

PROPOSED RATE FULLY COMPENSATORY

The relationship of earnings to expenses is set forth so clearly and simply that only a superficial study of the tables should be necessary to convince even the most skeptical that the application of higher than Pacific coast terminal rates, on west-bound transcontinental business to all intermountain transcontinental-line points, is nothing less than a clumsily devised scheme "to get the money," irrespective of the value of the service, and without regard to the unreasonable burden cast upon the people by these discriminatory and unlawful rates.

To contend that such a scheme of rate-making as this should be maintained in the interest, mainly, of the railroads and a few jobbers immediately on the Pacific coast line is monstrous and entirely beyond any conception of justice and fair dealing on the part of the railroads reaching the Pacific coast in discharging their duty as common carriers to the people of the intermountain territory.

Following the decision of the Interstate Commerce Commission which was to have become effective November 15, 1911, the carriers applied to the Commerce Court of the United States for a temporary injunction which was granted November 14, 1911. The opinion of the court is hereinafter reproduced.

The Attorney-General of the United States and counsel for the Interstate Commerce Commission have appealed from the decision of the Commerce Court to the United States Supreme Court, and the case has been advanced for hearing to February 19, 1912.

UNITED STATES COMMERCE COURT

Nos. 50 and 51
October Session, 1911

No. 50

Atchison, Topeka & Santa Fe Railway Co., et al., Petitioners,

v.

United States of America, Respondent.

No. 51

Union Pacific Railroad Co. et al., Petitioners.

v.

United States of America, Respondent.

Interstate Commerce Commission, City of Spokane et al., Chicago Association of Commerce, Portland Chamber of Commerce et al., Interior Counties Freight Bureau of Southern California et al., Giroux Consolidated Mines Company, Interveners.

On Motions for Preliminary Injunctions and on Motions to Dismiss

For opinions of Interstate Commerce Commission see 21 I. C. C. Rep., 329 and 400.

Charles Donnelly, F. C. Dillard and Robert Dunlap, with whom T. J. North, S. C. Lindley, R. B. Scott, Burton Hanson, James C. Jeffery, H. A. Scandrett, W. F. Herrin and Gardiner Lathrop were on the brief for petitioners.

J. N. Teal for cities of Seattle, Tacoma and Portland.

James A. Fowler, assistant to the attorney-general, for the United States.

P. J. Farrell for the Interstate Commerce Commission.

H. M. Stephens for city of Spokane et al.

Byron Waters for Interior Counties Freight Bureau of Southern California et al.

Before KNAPP, Presiding Judge, and ARCHBALD, HUNT, CARLAND, and MACK, Judges.

[November 14, 1911.]

MACK, Judge:

These cases involve the constitutionality and interpretation of section 4 of the

act to regulate commerce of February 4, 1887, as amended June 18, 1910 (36 Stat., 539), and the powers of the Interstate Commerce Commission thereunder.

The sections as originally framed and as amended follow in parallel columns. The omissions from the original section and the additions in the amended section are italicized.

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, *under substantially similar circumstances and conditions*, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however*, That upon application to the commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation *by the commission*, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

SEC. 4. (*As amended June 18, 1910.*) That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers, or of like kind of property, for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, *or to charge any greater compensation as a through route than the aggregate of the intermediate rates subject to the provisions of this act*; but this shall not be construed as authorizing any common carrier within the terms of this act to charge or receive as great compensation for a shorter as for a longer distance; *Provided, however*, That upon application to the Interstate Commerce Commission such common carrier may in special cases, after investigation, be authorized by the commission to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section: *Provided, further*, That no rates or charges lawfully existing at the time of the passage of this amendatory act shall be required to be changed by reason of the provisions of this section prior to the expiration of six months after the passage of this act, nor in any case where application shall have been filed before the commission, in accordance with the provisions of this section, until a determination of such application by the commission.

Whenever a carrier by railroad shall in competition with a water route or routes reduce the rates on the carriage of any species of freight to or from competitive points, it shall not be permitted to increase such rates unless after hearing by the Interstate Commerce Commission it shall be found that such proposed increase rests upon changed conditions other than the elimination of water competition.

At the time of the amendment a number of complaints of unreasonable and unjustly prejudicial rates filed by commercial bodies of the so-called intermountain cities, such as Spokane, Wash., Reno, Nev., and Phoenix, Ariz., were pending before the commission. Similar complaints have been filed and partial adjustments thereof made at various times, beginning with the year 1892. Because of the amendment, the commission refrained from finally determining the commodity rates to which these cities were entitled on west-bound traffic, believing that orders made under applications for relief, as provided in section 4, would obviate the necessity therefor.

Applications were duly filed in a form prescribed by the commission, which required carriers to state that the rate to the intermediate points should not be more than a certain number of cents per 100 pounds, per ton, per car, or per package, in excess of the rates to the farther point, in and by which applications the carriers asked to be allowed to maintain the Pacific coast terminal rates then in force, lower than the rates to intermediate points fixed by specific tariffs on file with the commission.

After a full hearing and investigation two reports and orders were made. Each report was entitled in the matter of the application under section 4. One

of them was also entitled in the matter of the then pending Nevada and Arizona complaints (21 I. C. C. Rep., 329), although the order based thereon was entitled only in the matter of the applications under section 4; the other report was also entitled in the matter of the then pending Spokane and Salt Lake City complaints (21 I. C. C. Rep., 400), although the order based thereon was entitled only in the matter of the Spokane complaint.

The first order provided that for the purposes of the disposition of the applications the United States should be divided into five zones (being the same as those specified in a Transcontinental Tariff on file), as follows:

Zone No. 1 should comprise all that portion of the United States lying west of a line called Line No. 1, which extends in a general southerly direction from a point immediately east of Grand Portage, Minn.; thence southwesterly, along the northwestern shore of Lake Superior, to a point immediately east of Superior, Wis.; thence southerly, along the eastern boundary of Transcontinental Group F, to the intersection of the Arkansas and Oklahoma state line; thence along the west side of the Kansas City Southern Railway to the Gulf of Mexico.

Zone No. 2 should embrace all territory in the United States lying east of Line No. 1 and west of a line called Line No. 2, which begins at the international boundary line between the United States and Canada, immediately west of Cockburn Island, in Lake Huron; passes westerly through the Straits of Mackinac; southerly through Lake Michigan to its southern boundary; follows the west boundary of Transcontinental Group C to Paducah, Ky.; thence follows the east side of the Illinois Central Railroad to the southern boundary of Transcontinental Group C; thence follows the east boundary of Group C to the Gulf of Mexico.

Zone No. 3 should embrace all territory in the United States lying east of line No. 2 and north of the south boundary of Transcontinental Group C, and on the west of Line No. 3, which is the Buffalo-Pittsburg line from Buffalo, N. Y., to Wheeling, W. Va., marking the western boundary of Trunk Line Freight Association territory; thence follows the Ohio River to Huntington, W. Va.

Zone No. 4 should embrace all territory in the United States east of Line No. 3 and north of the south boundary of Transcontinental Group C.

Zone No. 5 should embrace all territory south and east of Transcontinental Group C.

The order then proceeded as follows:

It is further ordered, (1) That those portions of the above-numbered applications that request authority to maintain higher commodity rates from points in Zone No. 1 to intermediate points than to Pacific coast terminals be, and the same are hereby, denied, effective November 15, 1911; (2) that petitioners herein be, and they are hereby, authorized to establish and maintain, effective November 15, 1911, commodity rates from all points in zones numbered 2, 3 and 4, as above defined, to points intermediate to Pacific coast terminals that are higher to intermediate points than to Pacific coast terminals; provided, that the rates to intermediate points from points in zones numbered 2, 3 and 4 shall not exceed the rates on the same commodities from the same points of origin to the Pacific coast terminals by more than 7 per cent from points in Zone No. 2, 15 per cent from points in Zone No. 3, and 25 per cent from points in Zone No. 4.

The commission does not hereby approve any rates that may be established under this authority, all such rates being subject to complaint, investigation and correction if they conflict with any other provisions of the act.

The second order is similar in all respects except that it refers only to Spokane and certain other intermountain cities, and expressly provides that the carriers shall comply therewith for a period of not less than two years.

The two suits brought in this court to enjoin the enforcement of these orders, respectively, were heard together. The same questions are presented in each of them.

First—We agree with the commission that section 4 of the act to regulate commerce, as amended June 18, 1910, is constitutional. The commission concedes, and we concur therein, that if the first proviso in this section is to be literally construed and if, under such construction, no limit has been imposed upon and no standard given to guide the exercise of the commission's discretion in granting authority to depart from the rule forbidding a lesser rate for the long than for the short haul in the same direction and over the same line or route, the proviso would be unconstitutional as an unlawful delegation of legislative power. We concur, too, in the commission's view that if the proviso were for this reason illegal the entire section would thereby be nullified, inasmuch as both the context and the history of the act demonstrate that the proviso is an

integral part of the section, and that a hard-and-fast rule absolutely prohibiting such a lesser rate would not have been enacted.

To determine, however, the true meaning of the proviso, the entire act must be examined. In the light of the other sections, and of the legislative and judicial history of the long-and-short-haul clause, we are of the opinion that the guide to the exercise of the commission's discretion is to be found in the other sections of the act, thereby making the discretion to exempt carriers from the prohibition in fact not unlimited, and imposing upon the commission not merely the right, but also the duty, to grant such exemption whenever, on investigation, it shall find that no violation of any section of the act would thereby be involved.

If, therefore, the proposed rate, lower for the long than for the short haul, violates no provision of the act, and if, in particular, it neither tends to produce an unreasonable rate for the short haul nor operates unduly to prejudice the short-haul point and unduly to prefer the long-haul point, it is the duty of the commission to grant exemption from the hard-and-fast rule laid down in the first clause of section 4.

Second—The orders sought to be enjoined do not establish absolute rates for either the long or short haul or prescribe the extent, in dollars and cents, that the short-haul rate may exceed the present or some definitely fixed long-haul rate, but they do establish a relation between any long-haul rate that the carrier may put into effect and the short-haul rate, determining that from zone 1 the western short-haul rate shall not exceed the long-haul rate, and that from zones 2, 3 and 4 the short-haul shall not exceed the long-haul rate by more than 7 per cent, 15 per cent and 25 per cent, respectively.

The commission found specifically that the Pacific coast rates from part of this eastern territory were forced by water competition, and that the rates from other parts were forced by market competition; for example, that the railroads based the New York-Seattle rate on the ocean competition and that they granted the same rate from St. Paul to Seattle in order to enable St. Paul to compete with New York in the Seattle market.

Under the fourth section, as originally framed, it was decided (*E. T., etc., Ry. Co. v. I. C. C.*, 181 U. S., 1, and cases cited therein) that carriers might, in the first instance and without application to the commission, make the rate less for the long haul than for the short haul, if, in fact, the circumstances and conditions were not substantially similar, taking their chances on a subsequent determination by a court that they had erred in so doing and had thereby violated the law. They could, however, and in many instances did, apply to the commission for the authority. After the section was construed as not requiring such an application in the first instance, the carriers, it was often charged, abused their privilege by making the rates for a long haul less than for the short haul, although the circumstances and conditions were substantially similar; this charge was, in any event, one of the causes that led to the amendment of the section whereby the clause "under substantially similar circumstances and conditions" was eliminated therefrom. The practical change thereby produced in section 4 was to compel the carriers to make application to the commission if they desired to continue this practice.

The violation of the long-and-short-haul rule is, however, only one instance—a most striking and irritating one, it is true—of the preference and prejudice which, when undue, is prohibited by section 3. Any violation of the original fourth section would necessarily involve a violation of the third section, and, *e converso*, if the lesser rate for the long haul than for the short were not in violation of the third section, it could not be in violation of the original fourth section. In *E. T., etc., Ry. Co. v. I. C. C.*, *supra*, the court held that when it is established that the rates charged to the shorter distance point are just and reasonable in and of themselves, and that the lesser rate for the longer haul is not wholly unremunerative and has been forced upon the carriers by competition at the longer distance point, it must result that a discrimination springing alone from a disparity in rates cannot be held to be, in legal effect, the voluntary act of the carriers, and that therefore the provisions of the third section will not apply. The prohibition of the third section, it was said, is directed against undue preference arising from the voluntary and wrongful act of the carriers, and does not relate to acts the result of conditions wholly beyond the control of such carriers; the lesser rate for the long haul could not produce an unjust preference under the third section when the competitive conditions at the longer distance point which had caused the lesser rate would produce the same preference, even though the carriers were forbidden to meet the competition. For

example, as Seattle can get its supplies from New York by water, and Spokane, because of its location, cannot do so, Seattle cannot be said to be unduly favored merely because the rail carrier, in order to meet the water competition, charges a lesser rate from New York to Seattle through Spokane than from New York to Spokane, provided the Spokane rate is reasonable per se and the Seattle rate not remunerative. And so, too, if the St. Paul-Seattle rate is reduced to a point less than reasonable per se, although not unremunerative, to meet the New York-Seattle rate in order to enable the St. Paul merchants to compete with New York merchants at Seattle, Spokane could not complain merely because this rate is made less than the St. Paul-Spokane rate. In each of these cases Spokane is not unduly prejudiced, because if the lower rail rate to Seattle were forbidden Seattle would nevertheless, by reason of its location, be able to secure its supplies by water, and would therefore in the nature of things have this advantage over Spokane.

While the primary question in the E. T., etc., Ry. Co. case, supra, was as to the right of the carriers, in the first instance and without application to the commission, to make lesser rates for the long than for the short haul, inasmuch as the original complaint charged a violation of both the third and the fourth sections, the court necessarily considered section 3, and held that it could not be violated by making a lesser charge for the long than for the short haul, if the long-haul rate was forced by competition and was not unremunerative.

This construction of section 3 was not dependent upon the clause in section 4, which, by the amendment of 1910, has been stricken out. It was based upon the language of section 3 itself, which forbade not any preference, but only an undue preference, and upon the determination that, in the nature of things, there could be nothing undue in a preference which was caused by the natural geographical situation, and which would continue even if there were no railroad carriage. The amendment to section 4, therefore, has not changed the construction of section 3, and it follows that no unjust prejudice to Spokane and other interior points can now be predicated merely on the fact that the rate from any of the eastern territory is less to the Pacific coast terminals than to the intermediate points.

The commission also found, however, that the present Pacific coast rates from zone 1 had not been proven by the carriers, upon whom the burden was laid, to be less than reasonable per se. Assuming that they were fully reasonable per se, the commission would have the power to refuse exemption from the long-and-short-haul requirement, for under these circumstances any higher rates to intermediate points could be condemned as unreasonable, and thus in violation of section 1 of the act.

But the order of the commission as to this territory is not limited to a denial of the applications in the form in which they were presented, that is, to a denial of the maintenance of the then prevailing rates to the coast concurrently with higher rates to the interior points. It forbids the carrier to maintain any coast rate lower than the contemporaneous intermediate rate from these points. In other words, if the carrier from St. Paul in order to meet new water competition from New York should reduce the St. Paul-Seattle rate to a point less than at present and less than a rate reasonable per se, but nevertheless somewhat remunerative, it would be compelled, under this order, to grant the same rate to the interior point, even though, under these circumstances, a reasonable rate to the interior point higher than the unreasonably low rate to the coast point forced upon the carrier by such market competition under penalty of losing the business would not be in violation of section 1 or of any other provision of the act.

This is likewise true of the order as to rates from the other zones. It is not based upon the current coast rates. It determines the relation of the short-haul rates to any coast rates that might be established by the carriers. It makes illegal a rate from Chicago to Spokane more than 7 per cent higher than an unreasonably low but remunerative Chicago-Seattle rate forced by competition, even though the Chicago-Spokane rate be reasonable per se and not in violation of any provision of the act.

Is the commission empowered to make such an order? It is urged that even if it must grant an application for relief, when the lower long-haul rate involves no violation of the act, nevertheless it may determine the extent of the exemption and therefore it may fix the relation of rates.

But to sustain the constitutionality of the proviso in section 4 it must be read as imposing the duty on the commission not only to grant exemption from the hard-and-fast rule when thereby no section of the act is violated, but also to

grant such exemption to the extent that no section of the act is thereby violated; that is, the carrier is entitled under the act to be granted authority to charge as much less as it please for the long haul than for the short haul, provided the commission shall first determine that it does not thereby violate any other provision of the law. In granting authority to make an absolute long-haul rate lower than some short-haul rate, the commission would have the power and the duty to prevent a violation of section 1 and, by virtue of its authority to determine reasonable rates, to fix the short-haul rate.

Doubtless the commission could, moreover, in order to prevent a violation of section 3, make relative rates in so far as this might be necessary to prevent an undue preference. For while, under the decision in *E. T., etc., Ry. Co. v. I. C. C.*, supra, undue preference could not be predicated merely on the fact that the rate was less for the long than for the short haul, when the former was forced by water, market, or any kind of competition, it might be predicated thereon if the short-haul rate were not likewise based upon the same competition in so far as and to the extent that it ought fairly to be influenced thereby. For example, if the St. Paul-Seattle rate be made less than reasonable although remunerative to meet the forced New York-Seattle rate so as to enable St. Paul to compete with New York in the Seattle market, Spokane might complain of unreasonable prejudice against it if the St. Paul-Spokane rate were made higher than the New York-Spokane rate and thereby similar competition were prevented at Spokane. So, too, as its merchants could get their supplies through Seattle at a price based on the New York-Seattle freight rate plus the back-haul rate, Spokane might have grounds for complaint of undue prejudice if the rate either from St. Paul or New York to Spokane were made higher than the rate from such point to Seattle plus the back haul, because only to the extent of the back-haul cost could Spokane be said to be in any different position than Seattle, and therefore only to that extent could it justly be deprived of the benefits of the same competitive forces which determine the Seattle rate.

But neither the equality of the rates on shipments from zone 1 nor the relation between the rates on shipments from the other zones, as fixed in the order of the commission, can be sustained upon any such considerations. In so far as the commission attempts thus to determine the relation of the long-and-short-haul rates, irrespective of absolute rates, it goes beyond any authority that has been vested in it, for it is not in the power of the commission to say that 100 per cent, 107 per cent, or any given percentage of an unknown less-than-reasonable rate to the coast is necessarily a maximum reasonable and nondiscriminatory rate from the same point of origin to an interior point.

The practical effect of the commission's order is either to compel a blanket rate from the entire east to the entire west, or to prevent the carriers from getting all the business which they now secure without loss by making rates which enable merchants to meet market competition. For example, if the forced New York-Seattle rate is \$1, the St. Paul-Seattle rate cannot be made higher by the St. Paul carrier, unless it gives up the benefit of business which market competition at Seattle might bring to it. As long as it charges no one else an unreasonable rate, and as long as it does not carry under cost, it is entitled to grant St. Paul the market competitive rate of \$1. Under the order, its rate to Spokane in that event could not exceed \$1, while the New York carrier could charge \$1.25. The latter, however, would also have the right to enable New York to meet St. Paul competition in Spokane. To do this it would have to reduce the New York-Spokane rate to \$1. The result would be either to compel a blanket rate from all points east of St. Paul to all competitive points west of St. Paul or to force the carriers to give up some business which could be carried without loss to themselves or damage to anyone else. The commission's order, moreover, does not even secure to Spokane the market competition of St. Paul and New York, since it empowers the railroads to charge a higher rate from New York, which might exclude New York from the Spokane market.

In a word, unless some through business is given up, the effect of the orders would be to put Spokane and other interior points on an equality with Seattle and other Pacific coast points, at least from zone 1—a position to which they would not be entitled under all circumstances in view of their relative locations, the former 400 miles more or less in the interior, the latter on the coast.

It follows that the motions to dismiss the petitions must be denied and that writs to enjoin the enforcement of the orders, pending the final determination of the cases, must be issued. And it is so ordered.

ARCHBALD, Judge, concurring:

It is conceded that if the right to approve or disapprove of an application by a carrier to charge more for a shorter than for a longer haul is left by the fourth section of the interstate commerce act, as it is at present amended, to the uncontrolled discretion of the commission, the section is invalid; also, that the proviso taken as it reads in terms confers such unlimited discretion; and that the section is only therefore to be saved in case a guide is found in other provisions of the statute.

"That section provides," says Mr. Commissioner Prouty, "that no carrier shall charge more for the short than for the long haul unless upon application to the commission permission to do so is granted by it. If this section were read by itself and were taken at its literal face meaning, the commission would possess unrestricted power to grant or deny such application. It could permit in one case and refuse in another, according as its fancy might dictate. So construed, the proviso would probably be void as a delegation of legislative authority. The making of rates is a legislative function. To say whether a carrier shall or shall not be allowed to charge more for the short than for the long haul is virtually the making of rates, and therefore an attribute of the legislature. To invest an administrative body like this commission with that unrestricted and unguided authority would be to give it legislative power, which cannot be done under our federal Constitution. It is one thing to authorize such a body to administer the law in accordance with certain rules and standards prescribed by the legislature and an entirely different thing to turn over to it the exercise of the legislative discretion itself." Proceeding to consider whether the proviso could be separated from the rest of the section, and the prohibitive part of it, where the charging of more for a shorter than for a longer haul over the same line in the same direction is forbidden, be sustained without regard to it, it was further held that the proviso was an essential part of the section which manifestly would not have been enacted without it, and that the whole must therefore stand or fall together. This is a correct exposition of the law, and could not have been better stated than is done in the opinion of the commission. But I do not see how, in the face of it, to escape the conclusion that the section is invalid. It is sustained by the commission by importing into it the provisions of the first and third sections, which respectively prohibit unreasonable rates and unjust discriminations, where the requisite guide is found, as it is claimed, for the action of the commission. "Bearing in mind," says the same learned and able commissioner, "the authority which the commission now administers in prescribing a reasonable rate and in declaring and correcting an undue preference, it seems evident that the purpose of Congress was to commit to this body the duty of determining whether if the carrier was permitted to charge a higher rate at the intermediate point that would result in a violation of the provisions of the act. But in so doing the commission cannot act arbitrarily. It must investigate each case, and if after such investigation it is of the opinion that a departure from the rule of the fourth section would not result in unreasonable rates or undue discrimination it must permit that departure. If, upon the other hand, it is of the contrary opinion, it must refuse the permission. Such is the only possible construction which can be put upon this section in connection with the entire act, and if any doubt as to the real purpose of Congress could exist, it must be effectively put at rest by an examination of the history of the passage of this measure."

Undoubtedly the statute is to be taken as a whole and the different sections read together, but I fail to see how this helps out the matter. By the first section it is prescribed that all charges for any service rendered or to be rendered by carriers subject to the act in the transportation of passengers or property shall be just and reasonable, and every unjust and unreasonable charge is prohibited and declared unlawful. This does no more than enact the common into the federal law, and neither adds to nor detracts from the rights of such carriers, except as it inferentially recognizes their right to a just and properly remunerative rate, in prohibiting an unjust and unreasonable one. But how does this assist the commission in any given case whether to enforce or relieve the carrier from the greater short- than long-haul charge prohibited by the first part of the section in question, or what direction or guide to that end does it afford? No doubt it insures to the carrier that the short-haul charge shall be reasonably remunerative where it has not been voluntarily abandoned, although the commission in the order made has entirely disregarded this. But that is only half of the problem to be solved, if, indeed, it is that much. The

point is that it affords no guide in determining when a disparity between the short and the long haul shall be permissible, which is the question which in each case is to be decided by the commission. But it is further said that at this juncture the third section comes in, and authorizes a less charge for a long than for a short haul, provided an undue or unreasonable preference or advantage does not result to any person or locality over any other. But this provision of the statute is not permissive, but prohibitive. It forbids, in brief, any undue discrimination, as the first forbids unjust or unreasonable rates, or the fourth the particular kind of discrimination against which it is leveled. It may be, correlatively or by inference, that a right to discriminate is recognized when it can be done without injustice or prejudice. But how, again, does this afford a guide to the commission in determining when a greater short- than long-haul charge shall be sanctioned? The fourth section in express terms declares that except as extenuated by the action of the commission a greater short- than long-haul charge is per se a discrimination and advantage which is unjust and undue, and not to be tolerated. And how is it possible, then, to say that a prohibition against what is undue furnishes a guide or rule in determining when it shall result that that which so on its face is to be regarded as undue shall no longer be so? There shall be no undue discrimination, says the third section. A greater short- than long-haul charge is an undue discrimination, says the fourth. At what, then, do you arrive by combining the one with the other? Or where is here to be found the criterion or standard which is to enable the commission to say when and under what circumstances that which it is bound otherwise to say is an unjust and undue preference or advantage of one locality over another is not so? All the guide there is, is its say-so. But if it rests merely on that, the enactment is confessedly void, and the action of the commission has nothing to sustain it. And that is the only conclusion which I can reach with regard to it. It is held good by the court for the reasons given by the commission, but to this I cannot agree, and feel compelled in consequence to give expression to the views which I entertain to the contrary. There are at least such grave doubts with regard to the validity of the section that the question might well be passed by at this time, there being other grounds upon which the invalidity of the action of the commission may be rested.

For there can be no reasonable doubt that, assuming that the fourth section is valid, the orders of the commission go far beyond the power conferred by it. The authority given by the proviso is upon application of the carrier in special cases after investigation to permit the charging of less for longer than for shorter distances, the commission having the right from time to time to prescribe the extent to which the carrier may be relieved from the absolute prohibition against this, which is otherwise imposed upon it. There must thus in each instance be an application by a carrier, and a special case which entitles the carrier to relief—whatever that may mean—must be set up and made out. And this fixes the limits of the commission's authority. Its duty is to investigate what is so brought before it, and, if a case warranting it appears, to approve the application; or, if not, to refuse it. The commission cannot go on if it does not approve and make rates, or lay down rules by which they shall be made, upon its own initiative. The carrier in making application for approval does not submit or subject itself to any such exaction. The right to inaugurate to this extent still remains with the carrier the same as before the amendment. The authority assumed by the commission here is not to be implied from the right to prescribe the extent to which from time to time the carrier may be relieved, in the words of the statute. This refers to the special case in each instance which the carrier is required to make out in order to get the approval of the commission, and is necessarily confined to it. In this respect the phraseology of the section is not changed, and it never by any previous construction was carried outside of this, nor is there anything now which requires it. It may be that the applications made by the carriers here for the approval of existing long- and short-haul tariffs, blanketing the country, went beyond the statute. But if that was the case, the proper course to pursue was to throw them out upon that ground. The mere fact that they were in this form gave the commission no authority to go on and prescribe rates by the wholesale. The orders in controversy extend to the entire continent, from east to west, saving only a comparatively small section in the southeast, which is reserved for subsequent consideration. This cannot, by the broadest construction of the law, be brought within it. By no device can the whole United States be made a "special case"; nor can the commission, upon any just conception of its powers, lay down a hard-

and-fast rule which shall apply to every long- and short-haul case wherever originating or whatever its destination from east to west across the country. Nor is this saved by the establishment of zones with varying percentages. As pointed out in the opinion of the court, this entirely disregards the right of the carriers to have considered what in each instance is a reasonable rate between points involved. It also overrides the established right of the carriers to make a less-than-reasonable rate to and from competitive points from whatever cause that competition arises. And it is an attempt to overcome the advantages possessed by coast cities over inland cities in the face of what nature has provided. All this is fully discussed in the opinion of the court, in which I fully concur, and to which I can add nothing of consequence. For these reasons, without regard to any others, the orders of the commission were clearly invalid, and an injunction against them is properly to be granted, the motion to dismiss being necessarily overruled as the consequence. But I cannot see my way to go beyond this and declare the fourth section valid, on which, if anything is to be said, my opinion is to the contrary.

CONCLUSION

In conclusion, we venture to say that, although hampered and delayed greatly in our work by the causes referred to at length in this report, the results thus far achieved have been most substantial and beneficial. Leaving entirely out of consideration the great transcontinental rate case and also the cases pending in the United States court, it can be affirmed with safety that the reductions in local freight rates and passenger fares have amounted to at least a dozen times the annual expense of maintaining the commission. Besides, through its efforts the service generally has been improved, and satisfactory adjustments have been effected of many disputed questions of rates. It should be kept in view that any substantial reduction in fares and freights contributes to the general prosperity in other ways, and to an extent difficult of estimation. We feel that it is not immodest to affirm that, considered as a cold business proposition, the creation of the commission was about the best thing the State ever did.

We hope and believe that in our next annual report we shall be able to lay before you and the people a statement of still more important results attained.

All of which is respectfully submitted.

H. F. BARTINE,
Chief Commissioner.

J. F. SHAUGHNESSY,
First Associate Commissioner.

W. H. SIMMONS,
Second Associate Commissioner.

E. H. WALKER, *Secretary.*

APPENDIX

ANNUAL REPORTS

OF THE

Railroads Operating in Nevada

**FOR THE YEARS ENDING JUNE 30, 1910, AND
JUNE 30, 1911**

CHARACTER OF CARRIER, AND NUMBER OF SHAREHOLDERS

Railroad	Character of carrier		Operated by		Number of share-holders	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	Operating	Operating	A. T. & S. F. Ry.	A. T. & S. F. Ry.	26,399	29,246
Barnwell and Southern Railway	Not operating	Not operating				
Bullfrog-Goldfield Railway	Operating	Operating	S. P. Co.	S. P. Co.	9	8
Central Pacific Railway	Not operating	Not operating			12	12
Eureka and Palisade Railway	Operating	Operating			21	
Goldfield Cons. M. & T. Co.	Operating	Operating				8
Las Vegas and Tonopah Railway	Operating	Operating			9	8
Nevada-California-Oregon Railway	Not operating	Not operating			6	6
Nevada-California Railway	Operating	Operating	S. P. Co.	S. P. Co.	9	9
Nevada Central Railroad	Operating	Operating			14	14
Nevada Copper Belt Railroad	Operating	Operating			8	8
Nevada Northern Railway	Operating	Operating			11	10
San Pedro, Los Angeles and Salt Lake Railroad	Operating	Operating			13	13
Silver Peak Railroad	Operating	Operating				1
Southern Pacific Company	Operating	Operating			11,533	12,813
Tonopah and Goldfield Railroad	Operating	Operating			61	55
Tonopah and Tidewater Railroad	Operating	Operating			8	8
Virginia and Truckee Railway	Operating	Operating			11	14
Western Pacific Railway	See note	See note				226
Totals					38,121	42,459

NOTE—The Western Pacific Railway Company was not turned over to the operating department until July 1, 1911, being in the hands of the construction department up to that date.

MILEAGE AND CAPITAL STOCK

Railroad	Total mileage		Nevada mileage		Total shares of capital stock authorized	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	7,459.85	7,549.69	11.60	11.60	3,814,860	3,814,860
Barnwell and Searchlight Railway	83.01	83.01	83.01	83.01	20,000	20,000
Bullfrog-Goldfield Railway	See note	See note	448.62	448.62	872,755	872,755
Central Pacific Railway	88.00	88.00	88.00	88.00	3,000	3,000
Eureka and Palisade Railway	3.62	3.96	3.62	3.96	4,000	4,000
Goldfield Cons. M. & T. Co.	199.47	200.41	199.47	200.41	40,000	40,000
Las Vegas and Tonopah Railroad	See note	See note	222.73	222.73	150,000	150,000
Nevada and California Railway	184.01	184.01	28.14	28.14	22,000	22,000
Nevada-California-Oregon Railway	93.30	93.30	93.30	93.30	7,500	7,500
Nevada Central Railroad	14.00	31.30	14.00	31.30	10,000	10,000
Nevada Copper Belt Railroad	165.08	165.08	165.08	165.08	20,000	20,000
Nevada Northern Railway	1,105.30	1,113.04	243.02	245.58	250,000	250,000
San Pedro, Los Angeles and Salt Lake Railroad	19.00	17.50	19.00	17.50	2,000	2,000
Silver Peak Railroad	6,139.50	6,198.28	See note	See note	3,744,701 1/4	3,744,551 1/4
Southern Pacific Company	109.86	110.47	109.86	110.47	21,500	21,500
Tonopah and Goldfield Railroad	180.85	180.85	36.25	36.25	10,000	10,000
Tonopah and Tidewater Railroad	67.48	67.48	67.48	67.48	50,000	50,000
Virginia and Truckee Railway	67.48	67.48	67.48	67.48	50,000	50,000
Western Pacific Railway	984.90	984.90	427.30	421.40	750,000	750,000
Totals	15,912.33	16,933.28	2,290.48	2,186.83	9,042,316 1/4	9,789,166 1/4

NOTE—The Central Pacific Railway and Nevada and California Railway operated no mileage.

The Southern Pacific Company owned no mileage in Nevada, but operated the Central Pacific and Nevada and California Railways, for which mileage owned in Nevada is shown.

The Eureka and Palisade Railway did not operate during the year ending June 30, 1911.

CAPITAL STOCK

Railroad	Total shares of capital stock outstanding		Capital stock— Total par value authorized		Capital stock— Total par value outstanding	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	2,797,625.30	2,826,745.30	\$381,486,000.00	\$381,486,000.00	\$279,762,530.00	\$282,674,530.00
Barnwell and Searchlight Railway						
Burlingame and Searchlight Railway						
Central Pacific Railroad	20,000	20,000	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Central Pacific Railroad	842,785	844,785	87,275,500.00	87,275,500.00	84,275,500.00	84,475,500.00
Central Pacific Railroad	3,000		400,000.00		400,000.00	
Central Pacific Railroad	3,000		400,000.00		400,000.00	
Goldfield Cons. M. & T. Co.	15,000	15,000	4,000,000.00	4,000,000.00	1,500,000.00	1,500,000.00
Las Vegas and Tonopah Railroad	15,000	15,000	4,000,000.00	4,000,000.00	1,500,000.00	1,500,000.00
Nevada and California Railway	48,370	48,370	15,000,000.00	15,000,000.00	4,837,000.00	4,837,000.00
Nevada and California Railway	22,000	22,000	2,200,000.00	2,200,000.00	2,200,000.00	2,200,000.00
Nevada Central Railroad	7,500	7,500	2,750,000.00	2,750,000.00	750,000.00	750,000.00
Nevada Central Railroad	5,005	5,007	1,000,000.00	1,000,000.00	500,500.00	500,700.00
Nevada Copper Belt Railroad	20,000	20,000	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Nevada Northern Railroad	250,000	250,000	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
San Pedro, Los Angeles and Salt Lake Railroad	2,000	2,000	200,000.00	200,000.00	200,000.00	200,000.00
Silver Peak Railway Company	2,726,757.31	2,726,757.31	374,470,125.00	374,455,125.00	272,680,830.64	272,675,730.64
Southern Pacific Company	21,500	21,500	2,150,000.00	2,150,000.00	2,150,000.00	2,150,000.00
Tonopah and Goldfield Railroad	10,000	10,000	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Tonopah and Tidewater Railroad	50,000	50,000	5,000,000.00	5,000,000.00	5,000,000.00	5,000,000.00
Virginia and Truckee Railroad						
Western Pacific Railway						
Totals	6,845,661.61	7,623,634.61	\$304,231,625.00	\$378,916,625.00	\$384,566,150.64	\$762,363,460.64

FUNDED DEBT

Railroad	Funded debt authorized		Funded debt— Par value outstanding		Funded debt— Interest accrued	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$489,473,600.00	\$496,473,500.00	\$300,610,982.71	\$333,857,850.00	\$11,658,444.09	\$12,404,895.11
Barnwell and Searchlight Railway	3,500,000.00	3,500,000.00	1,890,000.00	1,873,000.00	95,000.00	94,490.00
Bullfrog-Goldfield Railroad	135,000,000.00	183,262,546.26	125,515,000.00	161,788,536.61	4,942,735.28	5,276,836.40
Central Pacific Railway	40,000.00		40,000.00		2,433.28	
Sureka and Fallside Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	3,500,000.00	3,500,000.00	2,000,000.00	2,000,000.00	80,000.00	80,000.00
Nevada and California Railway	1,500,000.00	1,500,000.00	981,000.00	971,000.00	31,712.07	31,712.07
Nevada California-Oregon Railway	1,500,000.00	1,500,000.00	751,000.00	750,000.00	29,044.38	29,044.38
Nevada Central Railroad	1,000,000.00	750,000.00	751,000.00	750,000.00	13,125.00	13,125.00
Nevada Copper Belt Railroad	1,000,000.00	1,000,000.00	468,000.00	554,500.00	23,400.00	23,400.00
Nevada Northern Railway	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	50,000.00	50,000.00
San Pedro, Los Angeles and Salt Lake Railroad	60,000,000.00	60,000,000.00	48,000,000.00	48,835,000.00	1,737,720.00	1,925,540.00
Silver Peak Railroad						
Southern Pacific Company	271,819,000.00	288,819,000.00	131,841,540.00	134,392,410.00	4,805,722.89	5,149,908.24
Tonopah and Goldfield Railroad	1,500,000.00	1,500,000.00	1,192,000.00	1,115,000.00	52,890.00	48,210.00
Tonopah and Tidewater Railroad	3,650,594.10	3,650,594.10	3,285,344.10	3,285,344.10	168,473.41	162,923.91
Virginia and Truckee Railway						
Western Pacific Railway		75,000,000.00		74,925,000.00		3,746,250.00
Totals	\$972,733,194.10	\$1,099,955,642.36	\$617,577,966.81	\$765,347,642.71	\$23,646,803.33	\$28,984,060.73

FUNDED DEBT, AND CAPITAL STOCK AND FUNDED DEBT PER MILE OF ROAD

Railroad	Funded debt—Interest paid		Funded debt per mile of road		Capital stock per mile of road	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$11,873,405.16	\$12,294,489.03	\$23,887.00	\$31,263.00	\$28,883.00	\$29,471.00
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	95,000.00	47,500.00	23,068.00	22,861.00	24,411.00	24,411.00
Central Pacific Railway	4,963,886.25	4,886,143.75	86,562.00	111,548.00	58,119.00	56,243.00
Eureka and Fallside Railway	1,819.96		456.00		3,409.00	
Goldfield Cons. M. & T. Co.					110,497.24	101,010.10
Las Vegas and Tonopah Railroad	80,000.00	80,000.00	4,505.00	4,222.00	7,865.00	7,850.00
Nevada and California Railway	28,964.72	31,475.00	5,331.00	5,277.00	10,855.00	10,212.00
Nevada-California-Oregon Railway		13,125.00	8,093.00	8,093.00	1,866.00	1,866.00
Nevada Central Railroad		13,125.00	8,093.00	8,093.00	3,093.00	3,093.00
Nevada Copper Belt Railroad	11,746.88	13,444.31	33,038.00	17,018.00	35,093.00	35,093.00
Nevada Northern Railway	50,000.00	50,000.00	8,038.00	6,018.00	12,115.00	12,115.00
San Pedro, Los Angeles and Salt Lake Railroad	800,000.00	1,886,560.00	48,834.00	48,961.00	25,453.00	25,453.00
Silver Peak Railroad					11,423.00	11,423.00
Southern Pacific Company	3,977,928.51	5,328,328.46				
Tonopah and Goldfield Railroad	52,830.00	48,210.00	11,859.00	11,021.00	21,391.00	21,251.00
Virginia and Truckee Railroad	168,599.53	164,331.25	18,964.00	18,984.00	5,773.00	5,773.00
Western Pacific Railway		3,746,250.00		80,142.00	74,096.00	80,223.00
Totals	\$22,054,181.01	\$28,595,356.80				

CAPITAL STOCK AND FUNDED DEBT PER MILE OF ROAD; AND ROAD AND EQUIPMENT, INVESTMENT BEFORE AND SINCE JUNE 30, 1907

Railroad	Capital stock and funded debt per mile of road		Total cost of road to June 30, 1907	Total cost of road since June 30, 1907	Total cost of equipment to June 30, 1907	Total cost of equipment since June 30, 1907
	1910	1911				
Atchison, Topeka and Santa Fe Railway	\$55,770.00	\$57,734.00	\$2497,086,096.17	\$54,838,144.63		\$36,186,866.40
Barnwell and Searchlight Railway	47,479.00	47,272.00		3,644,215.46		142,586.91
Bullfrog-Goldfield Railway	144,681.00	169,791.00		14,866,081.62		\$11,200.59
Central Pacific Railway	3,864.00		\$212,970,953.07			
Eureka and Palisade Railway	110,497.24					
Goldfield Cons. M. & T. Co.	7,565.00	101,010.10				
Las Vegas and Tonopah Railroad	15,400.00	7,530.00	1,947,404.61	892,808.70	\$146,556.56	133,089.87
Nevada-California-Oregon Railway	17,287.00	14,434.00	\$6,544,911.32	145,788.83		\$ 013.67
Nevada Central Railroad	16,078.00	17,233.00	\$2,655,638.56	473,616.25	96,518.37	92,618.02
Nevada Copper Belt Railroad	69,179.00	33,713.00	\$1,500,000.00			
Nevada Northern Railway	18,173.00	18,173.00	1,480,820.56	419,741.33	188,652.36	28,855.92
San Pedro, Los Angeles and Salt Lake Railroad	74,269.00	74,010.00	60,682,700.47	3,404,245.94	5,006,029.92	570,483.29
Silver Peak Railroad	11,428.00	11,428.00				34,309.47
Southern Pacific Company	33,250.00	32,272.00	\$18,230,815.51	16,792,673.28		2,625,280.86
Tonopah and Goldfield Railroad	24,762.00	24,762.00	3,088,236.06	260,372.91	449,118.67	162,063.87
Tonopah and Tidewater Railroad	74,086.00	74,086.00	3,186,763.42	706,196.85	173,415.00	116,749.26
Virginia and Truckee Railway			4,228,447.67	37,871.34	1,547,241.97	842.46
Western Pacific Railway		160,366.00	47,962,543.80			
Totals			\$361,524,329.23	\$97,491,869.99	\$7,665,530.61	\$41,043,464.82

* Includes both cost of road and equipment. *Italic figures denote credit.*

ROAD AND EQUIPMENT, INVESTMENT SINCE JUNE 30, 1907, AND TOTAL

Railroad	Total general expenses July 1, 1907, to June 30, 1910	Total general expenses July 1, 1907, to June 30, 1911	Investment since June 30, 1907		Grand total investment	
			1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$11,907.17	\$11,907.17	\$59,302,787.46	\$100,133,216.44	\$556,398,882.63	\$597,219,311.61
Barnwell and Seabright Railway						
Bullfinch-Goldfield Railway			3,902,269.59	3,786,801.37	3,902,269.59	3,786,801.37
Central Pacific Railway	47,491.72	65,965.66	11,583,458.89	14,680,440.59	224,554,411.96	227,661,383.66
Eureka and Palmdale Railway			30,285.83		384,319.71	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railway	16,719.64	16,719.64	1,071,643.04	1,042,618.21	3,165,604.21	3,136,579.38
Nevada and California Railway			128,806.64	139,775.16	6,673,719.96	6,684,686.48
Nevada-California-Oregon Railway	284.78	284.78	539,523.64	566,519.06	3,290,680.56	3,317,675.97
Nevada Central Railroad					1,500,000.00	1,500,000.00
Nevada Copper Belt Railroad	57,538.96	42,550.65	272,668.44	491,147.90	2,867,860.87	4,911,147.90
Nevada Northern Railway	8,523.74	8,523.74	1,218,387.96	1,422,544.41	6,673,719.96	3,072,017.33
San Pedro, Los Angeles and Salt Lake Railroad	5,274,793.71	68,351.74	5,664,739.01	4,670,584.43	70,459,808.40	70,369,314.82
Silver Peak Railroad			202,442.04	202,442.04	202,442.04	202,442.04
Southern Pacific Company	36,470.75	36,397.70	3,903,162.50	19,454,951.84	22,133,978.01	37,685,767.35
Tonopah and Goldfield Railroad			347,713.17	422,626.78	3,835,066.92	3,909,780.53
Tonopah and Tidewater Railroad			982,906.77	942,100.53	4,192,569.95	4,201,861.71
Virginia and Truckee Railway	118,680.32	120,191.42	91,602.65	38,713.80	5,011,721.72	4,445,576.47
Western Pacific Railway			41,572,901.26	48,168,117.69	91,062,687.03	97,677,903.46
Totals	\$5,572,410.79	\$371,492.50	\$130,665,222.88	\$196,172,400.24	\$999,799,212.00	\$1,065,362,280.08

ROAD AND EQUIPMENT, RESERVE ACCRUED FOR DEPRECIATION, NET TOTAL INVESTMENT, AND
INVESTMENT PER MILE OF ROAD

Railroad	Reserve accrued for depreciation		Net total investment		Investment per mile of road	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$7,281,994.11	\$10,065,596.52	\$549,106,888.52	\$587,133,715.09	\$53,346.52	\$55,310.14
Barnwell and Searchlight Railway						
Butte and Pacific Railway	8,111.46	13,115.84	3,794,178.13	3,773,685.53	46,310.00	46,059.87
Central Pacific Railway			224,554,411.96	227,661,393.66	154,860.84	156,984.56
Eureka and Palisade Railway			364,819.71		4,154.68	
Goldfield Cons. M. & T. Co.						
Las Vegas & Tonopah Railroad	24,898.21	31,107.00	3,140,706.00	3,106,472.38	15,966.12	15,588.94
Nevada and California Railway			6,673,719.96	6,684,686.48	15,032.25	14,112.24
Nevada-California-Oregon Railway	56,826.98	79,415.78	3,233,853.58	3,238,280.19	17,574.34	17,598.28
Nevada Central Railroad	1,300.00	2,620.00	1,498,700.00	1,497,380.00	16,063.23	16,048.01
Nevada Copper Belt Railroad			272,668.44	491,147.90	19,476.32	14,032.79
Nevada Northern Railway	33,160.04	205,857.89	2,784,700.83	2,866,159.44	16,868.79	17,362.24
San Pedro, Los Angeles and Salt Lake Railroad	611,111.66	795,022.58	69,846,696.74	69,574,292.24	71,063.17	70,230.95
Silver Peak Railroad			202,442.04	202,442.04	10,654.84	10,654.84
Southern Pacific Company						
Tonopah and Goldfield Railroad	3,755,355.62	4,434,248.43	18,368,612.39	33,251,518.92	805,785.42	2,026,682.96
Tonopah and Tidewater Railroad	130,689.54	167,068.68	3,704,397.38	3,742,711.86	36,856.01	36,994.29
Virginia and Truckee Railway	11,153.21	17,522.65	4,181,416.74	4,184,339.08	24,161.66	24,178.55
Western Pacific Railway		12,444.72	5,011,721.72	4,438,131.75	74,289.74	65,695.47
			91,082,687.03	97,677,903.46	96,235.19	104,479.52
Totals	\$11,974,590.83	\$15,844,020.09	\$987,824,621.17	\$1,049,518,239.99		

INCOME ACCOUNT

Railroad	Operating revenues		Operating expenses		Net operating revenue or deficit	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$86,371,313.00	\$89,164,216.53	\$55,945,464.62	\$56,637,493.89	\$31,025,848.48	\$32,526,722.64
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railroad	128,569.09	99,678.93	132,402.31	132,084.24	3,345.22	29,405.31
Eureka and Palisade Railway						
Goldfield Cons. M. and T. Co. ^a	108,417.07		106,147.70		4,269.37	
Las Vegas and Tonopah Railroad	10,448.68	80,679.22	4,918.11	37,275.37	5,530.57	43,403.35
Nevada and California Railway	162,616.90	148,017.33	206,040.12	186,732.22	45,423.22	37,714.89
Nevada-California-Oregon Railway						
Nevada Central Railroad	447,857.17	338,967.24	218,604.84	242,932.06	229,252.33	95,975.18
Nevada Copper Belt Railroad	60,096.43	84,614.47	83,938.62	47,806.31	23,212.09	36,809.16
Nevada Northern Railway	9,769.89	33,666.43	6,237.82	33,413.64	3,622.07	232.79
San Pedro, Los Angeles and Salt Lake Railroad	1,511,309.47	1,468,005.90	581,266.76	689,628.11	930,042.71	778,377.79
Silver Peak Railroad	6,092,822.20	8,423,137.20	5,305,894.61	6,563,477.77	786,927.69	1,869,719.43
Southern Pacific Company	16,692.23	14,833.71	14,827.71	13,697.86	2,164.52	1,135.86
Tonopah and Goldfield Railroad	95,189,004.70	91,108,761.40	52,628,629.98	52,234,137.34	42,560,474.72	38,874,624.06
Tonopah and Tidewater Railroad	789,204.71	788,976.76	586,140.01	560,935.01	204,064.70	228,041.74
Virginia and Truckee Railroad	421,529.22	317,424.49	278,686.46	233,946.63	142,833.76	93,478.66
Western Pacific Railway	297,286.36	301,323.06	186,403.78	208,062.25	111,882.57	93,240.81
Totals	\$192,217,917.11	\$192,372,362.66	\$116,282,212.15	\$117,810,700.69	\$75,935,704.96	\$74,561,661.97

^a Figures for Goldfield Consolidated Milling and Transportation Company, 1910, are for two-months period; 1911, for year period.

Italic figures denote deficit.

INCOME ACCOUNT

Railroad	Outside operations— Revenues		Outside operations— Expenses		Outside operations—Net revenue or loss	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway						
Barnwell and Searchlight Railway						
Baltimore and Annapolis Railway						
Central Pacific Railway						
Evans and Palmdale Railway						
Goldfield Cons. M. & T. Co.	\$1,506.27	\$513.86	\$359.51	\$9.83	\$1,146.76	\$504.03
Las Vegas and Tonopah Railway						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	145,731.77	228,067.86	163,567.64	287,350.28	17,835.87	59,232.42
Silver Peak Railroad						
Southern Pacific Company	9,618,898.36	9,897,779.40	9,064,987.69	9,803,427.58	563,910.77	94,351.82
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$9,766,136.40	\$10,126,361.12	\$9,218,914.74	\$10,090,787.69	\$547,221.66	\$35,573.43

Italic figures denote deficit.

INCOME ACCOUNT

Railroad	Total net revenue or deficit		Taxes accrued		Operating income or loss	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$31,025,949.48	\$32,636,722.64	\$3,449,836.04	\$2,925,995.83	\$27,576,012.44	\$29,600,726.81
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad	5,545.22	32,405.37	14,925.20	10,962.38	18,768.42	43,367.69
Central Pacific Railway	4,293.37		4,397.27	472.68	127.90	42,931.17
Eureka and Palisade Railway	5,590.57	43,403.85	78.78	23,997.97	5,451.79	61,208.83
Goldfield Cons. M. & T. Co.	42,276.46	37,210.86	30,529.53		72,856.99	
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad	229,232.33	36,975.18	16,622.03	21,858.96	212,600.30	74,116.20
Nevada Copper Belt Railroad	23,442.09	36,809.16	4,372.75	4,207.80	23,274.34	32,601.66
Nevada Northern Railway	800,832.07	778,377.79	38,386.00	1,094.64	2,868.77	2,841.85
San Pedro, Los Angeles and Salt Lake Railroad	769,091.82	1,810,477.01	299,469.97	58,208.36	893,672.74	719,469.43
Silver Peak Railroad	9,164.62	1,158.89	1,158.89	288,131.40	476,632.93	1,621,986.87
Southern Pacific Company	43,124,389.49	38,968,975.88	131,820.17	182,043.40	42,992,465.32	38,786,931.49
Tonopah and Goldfield Railroad	204,084.70	228,041.74	36,234.17	29,293.11	167,850.53	198,753.57
Tonopah and Tidewater Railroad	142,893.76	63,478.96	19,060.80	21,838.63	123,832.96	61,640.13
Virginia and Truckee Railway	111,882.57	93,240.81	17,506.49	20,230.92	94,377.06	73,009.89
Western Pacific Railway						
Totals	\$76,482,925.62	\$74,597,235.40	\$4,056,717.19	\$3,580,470.40	\$72,426,209.43	\$71,006,765.00

Italic figures denote deficit.

INCOME ACCOUNT
OTHER INCOME

Railroad	Rents from lease of road		Hire of equipment		Joint facilities	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway				\$171,224.19	\$238,227.05	\$290,716.89
Barnwell and Seabright Railway						
Balliford-Goldfield Railway			\$203.71	1,585.90	6,136.26	5,840.18
Central Pacific Railway						
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.			1,408.65	19,822.21		
Las Vegas and Tonopah Railway			2,282.01	1,876.42		
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad			110,450.03		609.80	619.80
Silver Peak Railroad						
Southern Pacific Company	\$563,701.50	\$1,194,962.25	1,626,155.45		357.50	361.00
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$563,701.50	\$1,194,962.25	\$1,740,499.85	\$194,508.72	\$245,330.61	\$297,537.87

INCOME ACCOUNT
OTHER INCOME

Railroad	Miscellaneous rents		Separately operated proper- ties—Profit		Dividends on stocks controlled	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway						
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway						
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad		415.38				
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	20,835.00					
Silver Peak Railroad						
Southern Pacific Company	372,278.80					
Tonopah and Goldfield Railroad	1,248.86	867.42			22,976,039.28	21,626,282.06
Tonopah and Tidewater Railroad						
Virginia and Truckee Railroad		480.00				
Western Pacific Railway						
Totals	\$451,207.32	\$64,633.86	\$2,726,785.09	\$2,761,341.07	\$23,482,267.69	\$22,065,010.49

**INCOME ACCOUNT
OTHER INCOME**

Railroad	Interest accrued on funded debt owned or controlled		Interest on other securities, loans and accounts		Miscellaneous income	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$814,142.28	\$968,491.48	\$1,204,928.63	\$777,802.17	\$610,665.31	\$222,821.66
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway						
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railway					263,089.04	2,618,366.77
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railway		6,171.60	10,258.33	1,027.89	573.66	
Nevada Copper Belt Railway				138.71		
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	17,120.00	17,120.00	5,666.07	7,645.19		
Silver Peak Railroad			24,847.88	3,809.60	17,970.47	6,127.97
Southern Pacific Company	1,902,619.16	3,067,108.16	2,024,415.76	1,331,084.53		
Tonopah and Goldfield Railroad			1,468.23	1,596.66		295.83
Tonopah and Tidewater Railroad			2,873.96	4,623.09	12,967.16	
Virginia and Truckee Railway	17,590.00	17,500.00		1,390.06	87.00	
Western Pacific Railway						
Totals	\$2,751,371.44	\$4,101,391.14	\$3,274,468.71	\$2,129,067.90	\$905,302.64	\$2,846,402.22

INCOME ACCOUNT
OTHER INCOME AND DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Total other income		Gross corporate income or loss		Rents for lease of other roads	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$6,157,721.43	\$5,688,786.92	\$38,733,733.87	\$35,289,513.73	\$612,499.40	\$733,210.62
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway	6,339.97	7,426.08	<i>12,428.45</i>	<i>35,941.61</i>		
Eureka and Palisade Railway			<i>127.80</i>			
Goldfield Cons. M. & T. Co.	283,039.04	2,618,356.77	268,490.83	2,661,287.94		
Las Vegas and Tonopah Railroad	1,408.66	19,822.21	71,397.24	41,596.62		
Nevada and California Railway						
Nevada-California-Oregon Railway	13,114.00	9,491.19	225,714.30	83,607.39		
Nevada Central Railroad		138.71	<i>28,214.24</i>	32,740.37		
Nevada Copper Belt Railroad			2,936.07	841.85		
Nevada Northern Railway	5,666.07	7,645.19	888,738.81	727,114.62		
San Pedro, Los Angeles and Salt Lake Railroad	191,933.13	26,677.37	668,666.06	1,548,373.24		
Silver Peak Railroad			954.59	302.06		
Southern Pacific Company	29,478,077.11	27,219,782.86	72,470,542.43	66,006,664.32	39,668,870.62	37,387,102.83
Tonopah and Goldfield Railroad	3,161.69	2,825.08	170,991.96	201,663.71		
Tonopah and Tidewater Railroad		22,123.09	144,246.38	83,763.27		
Virginia and Truckee Railway	20,463.96	1,860.06	94,377.08	74,829.96		
Western Pacific Railway						
Totals	\$36,140,924.85	\$35,624,846.52	\$108,567,133.84	\$106,631,610.52	\$40,281,370.02	\$59,120,313.45

Italic figures denote deficit.

INCOME ACCOUNT
DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Hire of equipment		Joint facilities		Miscellaneous rents	
	1910	1911	1910	1911	1910	1911
Archison, Topeka and Santa Fe Railway	\$490,665.56		\$376,731.50	\$394,765.64	\$72,091.40	\$127,908.34
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad			357.50	361.00		
Central Pacific Railway						
Eureka and Palisade Railway						
Goldfield Cons. M. & F. Co.	122.00	\$346.60				
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad					205.00	205.00
Nevada Copper Belt Railroad						
Nevada Northern Railway	16,965.57	19,179.86	875.32	947.43		288.50
San Pedro, Beatty and Salt Lake Railroad		115,643.00	169,136.03	183,879.41	228.00	
Silver Peak Railway						
Southern Pacific Company						
Tonopah and Goldfield Railroad	3,447.08	1,517.45	7,416.96	8,205.55	51.50	10.00
Tonopah and Tidewater Railroad	5,273.37	9,020.10	6,141.26	5,881.93		
Virginia and Truckee Railway	4,490.70	5,189.17				
Western Pacific Railway						
Totals	\$520,954.23	\$151,796.18	\$560,658.56	\$594,040.96	\$72,575.90	\$128,411.84

INCOME ACCOUNT
DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Separately operated prop- erties—Loss		Interest accrued on funded debt		Other Interest	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway			\$11,658,444.09		\$52,781.72	\$69,440.32
Barnwell and Searchlight Railway				\$12,404,885.11		
Bullfrog-Goldfield Railway			95,000.00	94,490.00	3,283.33	6,506.33
Central Pacific Railway						
Eureka and Palisade Railway			2,433.28		358.14	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railway					26,910.22	27,625.51
Nevada and California Railway			29,044.38	31,702.07		616.57
Nevada-California-Oregon Railway				13,125.00		416.73
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway			50,000.00	50,000.00		
San Pedro, Los Angeles and Salt Lake Railroad			1,737,720.00	1,925,540.00	205,905.72	85,604.89
Silver Peak Railroad						
Southern Pacific Company						
Tonopah and Goldfield Railroad	\$431,384.11	\$199,599.28	4,806,722.89	5,149,988.24	582,428.08	
Tonopah and Tidewater Railroad			52,830.00	48,210.00	1,197.85	
Virginia and Truckee Railroad			168,473.41	162,923.91	19,150.00	4,443.00
Western Pacific Railway						
Totals	\$431,384.11	\$199,599.28	\$18,600,668.05	\$19,880,874.33	\$892,015.06	\$194,655.35

INCOME ACCOUNT
DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Sinking funds chargeable to income		Other deductions		Total deductions from gross corporate income	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway					\$13,307,949.61	\$13,918,446.18
Barnwell and Seabright Railway						
Bullfrog Goldfield Railroad			\$44,735.94	\$188,226.15	98,640.83	101,369.33
Central Pacific Railway						
Elgin and Palmdale Railway					2,791.42	846.60
Goldfield Consol. & T. Co.			1,266.31		122.00	
Las Vegas and Tonopah Railroad					28,176.53	27,625.51
Nevada-California-Oregon Railway						
Nevada Central Railroad	\$7,880.00	\$9,810.00	1.00		37,139.38	43,533.64
Nevada Copper Belt Railroad					1.00	13,541.73
Nevada Northern Railway	53,523.40					
San Pedro, Los Angeles and Salt Lake Railroad			6,965.56		121,354.29	70,127.29
Silver Peak Railroad					2,119,945.31	2,326,870.68
Southern Pacific Company	75,000.00	5,000.00	770,629.42	132,970.83	46,335,035.12	42,874,661.28
Tonopah and Goldfield Railroad	78,925.00	78,925.00			143,868.38	136,868.00
Tonopah and Tidewater Railroad			3,703.43	1,704.17	202,741.47	184,373.11
Virginia and Truckee Railway					4,480.70	5,189.17
Western Pacific Railway						
Totals	\$215,338.40	\$53,735.00	\$337,291.66	\$322,901.25	\$62,402,256.04	\$59,703,442.52

INCOME ACCOUNT

Railroad	Net corporate income or loss		Dividends declared on preferred stock		Dividends declared on common stock	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$20,425,784.26	\$21,371,067.55	\$5,706,680.00	\$5,708,680.00	\$9,648,030.00	\$9,932,460.00
Barnwell and Searchlight Railway	111,069.23	157,500.94				
Bullfrog-Goldfield Railway	2,919.32					
Central Pacific Railway	268,368.83	2,660,441.34				
Eureka and Palisade Railway	99,572.87	69,012.13				
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railway						
Nevada and California Railway						
Nevada-California-Oregon Railway	188,574.92	40,073.75	37,500.00	22,500.00	14,500.00	
Nevada Central Railroad	23,215.84	19,198.64				
Nevada Copper Belt Railroad	2,936.07	841.85				
Nevada Northern Railway	777,384.52	656,987.33			650,000.00	600,000.00
San Pedro, Los Angeles and Salt Lake Railroad	1,451,379.25	778,497.44				
Silver Peak Railroad	964.59					
Southern Pacific Company	26,136,507.31	23,132,003.04			17,237,892.93	16,380,342.22
Tonopah and Goldfield Railroad	27,123.57	64,715.71				
Tonopah and Tidewater Railroad	53,494.65	100,609.84			50,000.00	50,000.00
Virginia and Truckee Railway	89,886.38	69,640.78				
Western Pacific Railway						
Totals	\$46,164,878.24	\$46,928,168.00	\$5,746,190.00	\$5,731,190.00	\$27,600,422.93	\$28,942,802.22

Dividends paid 1910: Atchison, Topeka and Santa Fe Railway, preferred 5 per cent, common 6 per cent. Nevada-California-Oregon Railway, preferred 5 per cent, common, 1 per cent.

Nevada Northern Railway, common 3 3/4 per cent. Southern Pacific Company, common 6 per cent. Virginia and Truckee Railway, common 1 per cent.

Dividends paid 1911: Atchison, Topeka and Santa Fe Railway, preferred 5 per cent, common 6 per cent. Nevada-California-Oregon Railway, preferred 3 per cent. Nevada Northern Railway, common 30 per cent. Southern Pacific Company, common 6 per cent.

Virginia and Truckee Railway, common 1 per cent. *Italic figures denote deficit.*

INCOME ACCOUNT

Railroad	Additions and betterments charged to income		Miscellaneous appropriations		Balance carried forward to profit and loss	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$4,000,000.00	\$5,000,000.00	\$703,218.10	\$414,139.59	\$365,546.16	\$315,777.96
Bartwell and Seabright Railway						
Butte and Pacific Railroad					111,069.28	137,400.94
Central Pacific Railroad						
Central and Palisade Railway					\$ 919.32	
Goldfield Cons. M. and T. Co.					268,368.83	2,690,441.34
Las Vegas and Tonopah Railway					99,573.47	69,012.13
Nevada-California-Oregon Railway						
Nevada Central Railroad	100,034.52	15,392.69	974.06		35,566.34	2,181.06
Nevada Copper Belt Railroad					\$8,415.84	19,198.64
Nevada Northern Railway	111,722.26				2,936.07	817.83
San Pedro, Los Angeles and Salt Lake Railroad					15,662.26	56,967.33
Silver Peak Railroad					1,451,379.45	778,497.44
Southern Pacific Company					964.59	778,302.04
Topopah and Goldfield Railroad					8,897,614.38	6,771,660.82
Topopah and Tidewater Railroad					27,123.57	64,715.71
Virginia and Truckee Railway		2,283.55			58,494.65	100,609.84
Western Pacific Railway					39,886.39	17,357.23
Totals	\$4,211,756.78	\$5,017,676.24	\$704,192.16	\$414,139.59	\$7,902,016.37	\$8,922,359.95

Italic figures denote deficit.

CENTRAL PACIFIC RAILWAY AND NEVADA AND CALIFORNIA RAILWAY INCOME ACCOUNT

Item	Central Pacific Railway		Nevada and California Railway	
	1910	1911	1910	1911
<i>Gross income from lease of road</i>				
Salaries and maintenance of organization	\$13,479,110.88	\$12,824,724.72	\$521,721.43	\$457,540.15
Taxes accrued	7,934.02	6,378.59	69.42	316.95
Net income from lease of road	1,414,864.76	1,398,634.14	111,485.75	71,408.45
	12,066,312.10	11,419,711.99	410,166.31	386,814.75
<i>Other income</i>				
Miscellaneous rents receivable	\$131,960.83	\$116,243.10	\$7,386.04	\$8,180.46
Dividends on stocks owned or controlled				
Interest accrued on funded debt owned or controlled				
Interest on other securities, loans, etc.	158,985.04	214,402.32		
Miscellaneous income	548,229.68	524,074.86		
Total other income	839,075.55	854,720.28	7,386.04	8,180.46
Gross corporate income	12,896,387.65	12,274,432.27	417,552.35	393,995.21
<i>Deductions from gross corporate income</i>				
Rents accrued for lease of other roads	\$230,048.27	\$512,490.52		
Miscellaneous rents	145,761.20	125,894.13	\$1,283.98	\$1,284.56
Interest accrued on funded debt	4,942,735.28	5,276,936.40	80,000.00	80,000.00
Other interest			96,777.18	212,949.27
Sinking funds chargeable to income	50,000.00	50,000.00		
Other deductions	614,240.97	564,889.37	54,021.77	52,024.77
Total deductions	5,982,785.72	6,530,210.42	232,062.93	346,258.60
Net corporate income	\$6,912,601.93	\$5,744,221.85	\$185,489.42	\$47,736.61
Dividends declared				
Balance carried forward to credit of profit and loss	\$6,912,601.93	\$5,744,221.85	\$185,489.42	\$47,736.61

PROFIT AND LOSS ACCOUNT

Railroad	Balance carried forward to profit and loss		Dividends declared out of surplus		Balance, credit or debit, on June 30th	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$365,846.16	\$315,777.96			\$30,231,803.67	\$30,566,706.63
Burlington and Santa Fe Railway	111,069.23	157,970.91			233,632.50	373,670.12
Burlington and Santa Fe Railway	6,912,601.93	5,744,221.85	\$4,582,530.00	\$7,411,550.00	27,997,906.20	22,980,450.38
Central Pacific Railway	2,919.32	2,660,441.34		2,271,292.23	1,124,132.35	1,436,266.89
Central Pacific Railway	268,368.83	69,012.13			68,029.48	14,544.22
Central Pacific Railway	99,573.87	47,736.61			205,197.03	59,263.64
Central Pacific Railway	185,489.42	2,181.06	241,850.00	193,480.00	472,036.52	471,089.51
Central Pacific Railway	35,566.34	19,198.64			6,162.39	13,036.25
Central Pacific Railway	23,215.84	841.85			2,936.07	2,064.24
Central Pacific Railway	2,936.07	56,987.33			254,485.30	282,543.60
Central Pacific Railway	15,682.26	778,497.44			2,132,151.19	2,965,252.69
Central Pacific Railway	1,451,379.25	302.06			2,142.35	2,441.41
Central Pacific Railway	8,897,614.38	6,771,660.82			57,687,338.06	63,711,655.81
Central Pacific Railway	27,123.57	64,715.71			57,839,062.06	985,671.66
Central Pacific Railway	53,424.65	100,609.84			95,062.08	187,246.43
Central Pacific Railway	89,886.38	17,357.23	50,000.00		10,115.62	372,436.66
Central Pacific Railway						
Totals	\$15,000,407.72	\$14,614,318.41	\$4,884,380.00	\$9,876,322.23	\$106,423,971.47	\$106,572,076.74

Dividends out of surplus in 1910: Central Pacific Railway, preferred 4 per cent, common 6 per cent.

Nevada and California Railway, common 5 per cent.

Virginia and Truckee Railway, common 1 per cent.

Dividends out of surplus in 1911: Central Pacific Railway, preferred 4 per cent, common 10 per cent.

Goldfield, Carson, M. & T. Co., common 1 per cent.

Nevada and California Railway, common 4 per cent.

Italic figures denote deficit.

OPERATING REVENUES—TOTAL

Railroad	Freight revenue		Passenger revenue		Excess baggage revenue	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway ^a						
Barnwell and Searchlight Railway ^a	\$2,624.00	\$2,395.96	\$1,960.94	\$1,082.62	\$8.10	\$8.94
Buttler-Goldfield Railroad	\$6,019.94	67,237.18	35,471.84	24,008.96	353.86	296.53
Central Pacific Railway						
Eureka and Palisade Railway	\$9,582.03		13,727.27		25.80	
Goldfield Cons. M. & T. Co.	10,448.68	80,679.22				
Las Vegas and Tonopah Railroad	102,174.95	92,892.01	41,811.01	40,656.62	331.69	450.80
Nevada and California Railway						
Nevada-California-Oregon Railway	268,721.09	194,343.86	147,149.52	112,047.41	1,189.68	974.26
Nevada Central Railroad	38,399.49	54,086.31	20,709.33	21,393.78		232.30
Nevada Copper Belt Railroad	4,225.23	18,600.77	3,573.76	11,309.40		247.65
Nevada Northern Railroad	1,292,374.88	1,295,649.33	170,496.05	138,690.09	103.15	1,574.05
San Pedro, Los Angeles and Salt Lake Railroad	3,511,454.82	5,138,965.58	2,154,341.42	2,784,590.25	30,061.90	40,559.02
Silver Peak Railroad	9,915.30	9,413.76	5,496.29	4,128.06	43.70	13.62
Southern Pacific Company	56,870,043.90	52,629,297.18	32,055,719.86	31,866,443.57	409,338.62	406,106.04
Tonopah and Goldfield Railroad	599,647.53	630,597.14	136,876.44	113,433.29	1,950.04	1,997.67
Tonopah and Tidewater Railroad	326,090.86	241,316.76	76,484.76	54,215.66		556.62
Virginia and Truckee Railroad	182,901.16	158,902.67	86,471.55	91,230.30	865.25	944.75
Western Pacific Railway						
Totals	\$93,404,623.86	\$90,840,377.72	\$34,960,110.03	\$35,263,214.95	\$447,244.78	\$483,963.75

^aOperating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Parlor and chair car revenue		Mail revenue		Express revenue	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway*						
Barnwell and Searchlight Railway*			\$493.63	\$511.94	\$162.52	\$122.87
Bullfrog-Goldfield Railway			3,182.40	5,719.87	2,000.46	1,323.75
Central Pacific Railway						
Eureka and Palisade Railway			3,709.14		1,966.33	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad		\$124.00	8,339.60	8,298.48	3,178.04	1,957.81
Nevada and California Railway						
Nevada-California-Oregon Railway			15,898.84	18,270.10	8,238.21	7,783.21
Nevada Central Railroad				5,527.62		1,540.55
Nevada Copper Belt Railway			230.47	665.36	97.86	767.26
Nevada Northern Railway			6,401.02	12,708.97	9,828.89	8,623.81
San Pedro, Los Angeles and Salt Lake Railroad	\$15.00	1,096.95	124,513.23	145,783.42	104,190.90	150,681.13
Silver Peak Railroad			728.88	747.69		
Southern Pacific Company			1,919,133.83	1,996,616.31	2,081,860.20	2,103,469.47
Tonopah and Goldfield Railroad			13,826.50	11,223.96	21,763.79	20,923.01
Tonopah and Tidewater Railroad			7,237.20	13,232.53	6,931.70	4,981.00
Virginia and Truckee Railway			5,018.36	5,187.01	9,041.02	8,338.96
Western Pacific Railway						
Totals	\$15.00	\$1,220.95	\$2,108,671.10	\$2,227,606.26	\$2,199,761.48	\$2,310,921.39

*Operating revenues for Atchison, Topeka and Santa Fe are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Milk revenue on passenger trains		Other passenger train revenue		Total passenger train revenue	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway*						\$1,726.37
Barnwell and Searchlight Railway*					\$2,525.19	31,344.11
Bullfrog-Goldfield Railroad					40,988.56	
Central Pacific Railway						
Eureka and Palisade Railway					19,428.54	
Goldfield Cons. M. and T. Co.						
Las Vegas and Tonopah Railroad			\$481.07	\$30.61	54,141.41	51,513.32
Nevada and California Railway						
Nevada-California-Oregon Railway					172,404.25	139,074.98
Nevada Central Railroad					20,709.33	28,694.25
Nevada Copper Belt Railroad					4,005.23	12,989.67
Nevada Northern Railway					189,291.68	163,019.97
San Pedro, Los Angeles and Salt Lake Railroad	\$12,983.67	\$15,599.62	286.55	1,425.05	2,427,753.25	3,141,821.62
Silver Peak Railroad			1,657.23	521.23	6,700.43	5,277.96
Southern Pacific Company						
Tonopah and Goldfield Railroad	57,660.17	57,992.99	148,676.78	188,718.48	36,622,389.46	36,619,348.86
Tonopah and Tidewater Railroad			159.10	212.50	174,575.87	147,790.43
Virginia and Truckee Railway					91,398.58	78,004.81
Western Pacific Railway				6.00	101,396.18	105,727.02
Totals	\$70,643.84	\$73,592.61	\$151,260.73	\$190,913.87	\$39,927,707.96	\$40,521,333.26

*Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Switching revenue		Special service train revenue		Miscellaneous transportation revenue	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway ^a						
Barnwell and Searchlight Railway ^a						
Bullfrog-Goldfield Railroad	\$1,128.00	\$680.00				\$2.00
Central Pacific Railroad						
Eureka and Palisade Railway	42.00					
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	2,810.58	1,420.00	\$2,362.20	\$1,022.10		
Nevada and California Railway						
Nevada-California-Oregon Railway	1,052.50	257.50	58.00	560.80		
Nevada Central Railroad			50.00	160.00	\$1,488.00	678.00
Nevada Copper Belt Railroad	3,035.00	554.45				
Nevada Northern Railway	89,992.08	34,877.01	487.00	100.00		
San Pedro, Los Angeles and Salt Lake Railroad			15,403.49	15,683.00	252.31	489.40
Silver Peak Railroad						
Southern Pacific Company	510,299.92	450,019.89	17,128.08	36,172.22	300,630.67	330,105.86
Tonopah and Goldfield Railroad	7,890.25	3,929.00	2,509.85	2,896.50	60.00	
Tonopah and Tidewater Railroad	5.00	8.00	375.92			
Virginia and Truckee Railway	50.00	40.00		637.75		
Western Pacific Railway						
Totals	\$566,306.33	\$483,894.10	\$38,374.54	\$56,622.87	\$302,480.98	\$331,276.26

^aOperating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Total revenue from transportation		Station and train privileges		Parcel room receipts	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway *	85,142.19	\$4,122.33				\$0.20
Baitwell and Seelye Light Railway *	128,136.60	\$9,243.29				
Centron-Goldfield Railroad						
Central Pacific Railway	109,032.57					
Everett and Portland Railway	10,448.68					
Goldfield Cons. M. & T. Co.	161,489.14	90,879.23				
Las Vegas and Tonopah Railroad		146,847.43				
Nevada and California Railway						
Nevada-California-Oregon Railway	442,235.94	334,237.13	\$144.86	\$90.00		
Nevada Central Railroad	59,158.92	82,940.56				
Nevada Copper Belt Railroad	9,718.46	32,832.86				
Nevada Northern Railway	1,495,188.66	1,451,887.55	33.50	269.72		
San Pedro, Los Angeles and Salt Lake Railroad	5,994,855.96	8,331,786.61	4,773.58	7,439.62		
Silver Peak Railroad	16,615.73	14,691.71				
Southern Pacific Company	94,320,492.08	90,264,944.01	144,164.82	150,236.35	\$23,637.01	28,883.98
Tonopah and Goldfield Railroad	784,653.50	794,653.07	879.20	900.00	86.10	79.15
Tonopah and Tidewater Railroad	417,870.36	314,359.57				
Virginia and Truckee Railway	294,347.34	300,307.44				
Western Pacific Railway						
Totals	\$104,239,442.67	\$102,243,492.81	\$149,995.96	\$158,965.69	\$23,723.11	\$28,963.33

Operating revenues for the Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Storage—Freight		Storage—Baggage		Car service	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway*						
Barnwell and Searchlight Railway*	\$38.10	\$27.82	\$9.25	\$4.35	\$104.00	\$50.00
Bullfrog-Goldfield Railroad	39.29	70.79	46.35	1.05	212.00	86.00
Central Pacific Railway						
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	10.19	33.88	57.90	65.30	283.00	252.00
Nevada and California Railway						
Nevada-California-Oregon Railway	119.38	151.91	96.95	103.05	15.00	823.00
Nevada Central Railroad						
Nevada Copper Belt Railroad	50		6.13	5.75	16.00	
Nevada Northern Railway	168.23	128.08	63.95	37.75	4,650.25	2,373.00
San Pedro, Los Angeles and Salt Lake Railroad	1,090.01	1,881.00	3,867.54	5,270.05	24,221.72	18,254.70
Silver Peak Railroad	14.66	81.60	1.85	.50		
Southern Pacific Company	15,236.37	20,945.95	66,519.30	66,940.76	118,559.90	70,332.12
Tonopah and Goldfield Railroad	116.08	144.86	366.85	291.65	2,478.00	1,821.00
Tonopah and Tidewater Railroad	3.45	17.45	.36	.45	288.00	60.00
Virginia and Truckee Railway					183.00	278.00
Western Pacific Railway	35.88	142.49		7.10		
Totals	\$16,931.13	\$23,525.73	\$71,026.42	\$72,730.86	\$150,978.87	\$94,319.82

*Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Telegraph and telephone service		Rents of buildings and other property		Miscellaneous	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway ^a						
Barnwell and Searchlight Railway ^a	\$312.65	\$284.04	\$41.75	\$40.00	\$2.50	\$28.00
Bullfrog-Goldfield Railroad	5.00		2.00	236.77	117.95	51.03
Central Pacific Railroad						
Eureka and Palisade Railroad			148.50		216.00	
Goldfield Cons. M. & T. Co.					436.514.00	3,669,891.18
Las Vegas and Tonopah Railroad	742.10	798.83	14.00	14.00	20.57	2.99
Nevada and California Railway						
Nevada-California-Oregon Railway			2,575.65	2,469.00	2,669.49	1,098.15
Nevada Central Railroad					837.61	838.55
Nevada Copper Belt Railroad	18.80	835.36				837.79
Nevada Northern Railway	21,170.75	13,243.80				
Santa Fe Railway	5,094.49	7,316.83	3,067.75	46.00	84.23	
Silver Peak Railroad			60.00	60.00	37,681.05	24,386.96
Southern Pacific Company	72,948.75	72,184.08	137,382.28	145,760.38	214,536.23	200,301.15
Tonopah and Goldfield Railroad			372.00	743.95	234.98	342.87
Tonopah and Tidewater Railroad	2,070.58	1,659.64	962.90	982.77	333.56	434.61
Virginia and Truckee Railroad			532.00		2,198.13	588.03
Western Pacific Railway						
Totals	\$102,363.12	\$96,322.58	\$145,198.83	\$150,735.07	\$695,646.32	\$3,798,796.33

^aOperating revenues for Atchison, Topeka and Santa Fe Railway are for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Total revenue from operation other than transportation		Total operating revenues, entire line	
	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	(*)	(*)	\$86,971,313.00	\$89,164,216.53
Barnwell and Searchlight Railway	\$508.25	\$434.41	5,657.44	4,556.74
Bullfrog-Goldfield Railway	422.59	435.54	128,559.09	99,678.93
Central Pacific Railway				
Eureka and Palisade Railway	364.50		109,417.07	
Goldfield Cons. M. & T. Co.	436,514.00	3,569,391.18	446,962.68	3,650,570.40
Las Vegas and Tonopah Railroad	1,127.76	1,169.90	163,616.90	145,017.33
Nevada and California Railway	5,621.33	4,780.11	447,857.17	338,967.24
Nevada-California-Oregon Railway	937.61	1,673.91	60,096.43	84,614.47
Nevada Central Railroad	41.43	943.54	9,769.89	33,696.43
Nevada Copper Belt Railway	28,120.91	16,113.35	1,511,309.47	1,468,006.90
Nevada Northern Railway	79,966.14	64,961.28	6,092,822.20	8,423,197.20
San Pedro, Los Angeles and Salt Lake Railroad	78.50	142.00	16,692.23	14,833.71
Silver Peak Railroad	793,043.66	755,454.77	95,189,004.70	91,108,761.40
Southern Pacific Company	4,521.21	4,523.68	789,204.71	788,976.76
Tonopah and Goldfield Railroad	3,663.86	3,064.82	421,623.22	317,424.49
Virginia and Truckee Railroad	2,969.01	1,015.62	297,286.36	301,323.06
Western Pacific Railway				
Totals	\$1,365,963.76	\$4,424,339.31	\$192,660,088.55	\$195,946,810.53

*Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for the operations in Nevada only.

STOCKS AND BONDS OWNED

Railroad	Total par value of stocks owned		Dividends accrued on stocks owned		Funded debt owned	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$192,044,977.08	\$191,735,494.08	\$306,228.41	\$408,728.41	\$155,799,297.43	\$166,404,698.61
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway	5,439,500.00	5,439,500.00			40,000.00	40,000.00
Eureka and Palisade Railway					196,150.00	196,650.00
Goldfield Cons. M. & T. Co.					40,000.00	
Las Vegas and Tonopah Railroad						
Nevada and California Railway	200.00	200.00				
Nevada-California-Oregon Railway						
Nevada Central Railroad	13,500,000.00	136,000.00				102,869.00
Nevada Northern Railway						
Nevada Copper Belt Railroad						
San Pedro, Los Angeles and Salt Lake Railroad	50,160.00	50,360.00			428,000.00	428,000.00
Silver Peak Railroad						
Southern Pacific Company	561,878,801.56	608,724,366.08	22,976,039.28	21,626,282.08	82,525,004.00	72,522,004.00
Tonopah and Goldfield Railroad	400.00	400.00				350,000.00
Tonopah and Tulewater Railroad						
Virginia and Truckee Railroad					363,000.00	360,000.00
Western Pacific Railway						
Totals	\$772,914,088.64	\$806,101,669.14	\$23,482,267.69	\$22,035,010.49	\$239,381,451.43	\$240,444,139.61

STOCKS AND BONDS OWNED

Railroad	Interest accrued on funded debt owned		Miscellaneous securities owned		Dividends or interest on miscellaneous securities	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway						
Barnwell and Seelye Light Railway						
Bullfrog-Goldfield Railway	\$814,142.28	\$893,491.48				
Central Pacific Railroad						
Central Pacific Railway						
Central Pacific Railway	2,433.28					
Goldfield-Cornudas and T. Co.						
Goldfield-Cornudas and T. Co.						
Los Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway		6,171.50				
Nevada-Central Railroad						
Nevada-Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	17,120.00	17,120.00				
Silver Peak Railroad						
Southern Pacific Company	1,902,519.16	3,087,108.16	\$8,251,976.76	\$21,575,524.52	\$251,355.89	\$235,825.85
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad	17,580.00	17,500.00				
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$2,753,804.72	\$4,101,391.14	\$8,251,976.76	\$21,575,524.52	\$251,355.89	\$235,825.85

SINKING, INSURANCE AND OTHER FUNDS

Railroad	Sinking, insurance and other funds—Cash to funds		Sinking, insurance and other funds—Total		Sinking, insurance and other funds—Cash in funds	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$686,064.46	\$380,880.66	\$703,218.10	\$414,139.59	\$1,016,178.74	\$1,430,318.33
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway		17,425.00				
Central Pacific Railway	50,000.00	50,000.00	50,006.30	66,350.68	4,606.09	809,395.41
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway		9,810.00		9,810.00	722.51	435.29
Nevada-California-Oregon Railway						
Nevada Central Railroad	282,428.33		282,428.33			
Nevada Copper Belt Railroad	50,000.00	50,000.00	53,523.40	56,720.52	54,696.69	56,936.28
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company	75,000.00	5,000.00	75,000.00	5,000.00	1,044.00	295.83
Tonopah and Goldfield Railroad	78,925.00	78,925.00	78,925.00	78,925.00		
Tonopah and Tidewater Railroad	17,634.39	17,625.34	17,634.39	17,625.34		
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$1,240,072.18	\$609,676.00	\$1,250,737.52	\$647,571.13	\$1,077,250.03	\$2,237,381.14

SINKING, INSURANCE AND OTHER FUNDS, OPERATING EXPENSES—MAINTENANCE OF WAY

Railroad	Sinking, Insurance and other funds—Total		Superintendence		Maintenance of roadway and track	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1,016,178.74	\$1,480,318.33	792,165.82	\$828,680.59	\$9,370,386.77	\$9,868,141.13
Barnwell and Searchlight Railway						
Bullfrog Goldfield Railway						
Central Pacific Railway	9,192,200.37	7,217,989.69	2,362.49	2,294.51	22,310.84	17,646.42
Eureka and Palisade Railway			528.75		27,572.80	
Goldfield Coma, M. & T. Co.			100.00	600.00	866.60	7,225.69
Las Vegas and Tonopah Railway			2,680.64	2,678.25	33,978.93	31,863.91
Nevada-California-Oregon Railway						
Nevada Central Railway	722.51	435.29	1,200.00	1,221.28	52,158.94	91,793.07
Nevada Copper Railroad			756.00	300.00	37,838.54	1,814.51
Nevada Northern Railway			5,814.70	8,300.46	87,310.89	3,043.04
Silver Peak Railroad	155,731.04	211,451.56	82,316.81	84,124.23	946,801.62	922,688.19
Southern Pacific Company					846,555.92	849.08
Tonopah and Goldfield Railway	1,044.00	236.83	546,513.57	530,997.29	8,094,126.26	7,737,677.98
Tonopah and Tidewater Railway			7,194.70	11,104.73	87,430.45	48,398.89
Virginia and Truckee Railway	87,867.02	105,612.36	4,864.02	4,301.03	60,411.84	38,261.71
Western Pacific Railway			4,200.00	4,687.92	83,719.58	39,520.30
Totals	\$10,453,983.68	\$8,966,108.06	\$1,450,335.20	\$1,539,499.92	\$15,704,882.08	\$17,935,743.18

OPERATING EXPENSES
MAINTENANCE OF WAY AND STRUCTURES

Railroad	Maintenance of track structures		Maintenance of buildings, docks and wharves		Injuries to persons	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1,946,837.30	\$1,527,831.26	\$1,587,378.94	\$1,361,547.82	\$75,059.87	\$32,827.76
Barnwell and Searchlight Railway						
Buttrose-Goldfield Railroad	708.94	1,520.85	1,666.50	865.08		
Central Pacific Railway						
Goldfield and Palisade Railway	850.04	2,765.41	4,272.26	1,051.26		
Goldfield Cons. M. & T. Co.	859.71	2,106.00	1,676.06	677.67	253.00	1.00
Las Vegas and Tonopah Railway						
Nevada and California Railway						
Nevada California-Oregon Railway	3,155.56	3,704.09	6,942.19	2,969.04		
Nevada Central Railroad	678.96	119.43	1,100.20	688.08		
Nevada Copper Belt Railroad	37.78	228.09		499.19		
Nevada Northern Railway	1,958.22	8,090.98	10,414.06	16,081.93	10,679.55	1,327.00
San Pedro, Los Angeles and Salt Lake Railroad	441,302.83	202,440.67	98,833.82	124,830.55		2,743.00
Silver Peak Railroad						
Southern Pacific Company	1,562,180.04	1,436,542.14	1,101,904.49	1,130,949.89	16,872.94	17,976.46
Tonopah and Goldfield Railroad	3,477.36	2,870.76	2,991.80	5,316.34	85.60	104.34
Tonopah and Tidewater Railroad	3,333.64	4,218.37	4,096.94	3,017.31	83.40	1.52
Virginia and Truckee Railway	2,994.41	7,560.71	2,756.27	3,743.77		
Western Pacific Railway						
Totals	\$3,968,385.99	\$3,250,026.76	\$2,824,136.51	\$2,652,217.88	\$103,034.36	\$74,981.68

**OPERATING EXPENSES
MAINTENANCE OF WAY AND STRUCTURES**

Railroad	Other maintenance of way expenses			Maintaining joint track, etc.—Debit			Maintaining joint track, etc.—Credit		
	1910	1911		1910	1911		1910	1911	
Atchison, Topeka and Santa Fe Railway	\$301,506.05	\$277,059.41		\$150,791.91	\$133,005.66		\$155,765.38	\$191,895.31	
Barnwell and Searchlight Railway									
Bullfrog-Goldfield Railroad	1,100.15	949.25		1,080.30	1,110.72		326.40	809.51	
Central Pacific Railway	600.24								
Eureka and Palisade Railway									
Las Vegas and Tonopah Railroad	1,047.01	1,438.25							
Nevada and California Railway	864.65	1,257.59							
Nevada-California-Oregon Railway	132.50	2.40							
Nevada Central Railroad		55.95			164.04				
Nevada Copper Belt Railroad	1,684.30	1,254.22							
Nevada Northern Railway	36,298.68	30,500.92		36,238.42	106,819.01		962.51	1,678.32	
San Pedro, Los Angeles and Salt Lake Railroad									
Silver Peak Railroad									
Southern Pacific Company	383,301.67	279,003.79		62,102.43	197,544.36		110,843.11	90,323.53	
Tonopah and Goldfield Railroad	1,172.60	1,575.08		3,951.22	5,262.66		1,089.59	1,085.20	
Tonopah and Tidewater Railroad	1,601.71	1,225.36		328.40	876.91				
Virginia and Truckee Railway	1,265.40	798.75							
Western Pacific Railway									
Totals	\$731,075.66	\$586,120.96		\$294,559.35	\$448,763.36		\$399,946.99	\$285,791.87	

Italic figures denote credit.

OPERATING EXPENSES
MAINTENANCE OF WAY AND STRUCTURES, AND MAINTENANCE OF EQUIPMENT

Railroad	Total—Maintenance of way and structures		Superintendence		Locomotives, repairs	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$14,067,400.98	\$12,847,208.32	\$450,340.09	\$506,179.70	\$5,083,622.31	\$6,330,635.84
Bassett and Salt Lake Railway						
Bullfrog-Goldfield Railway	28,812.82	23,566.27	2,251.25	2,413.27	10,719.50	12,285.24
Central Pacific Railway						
Eureka and Palmdale Railway	33,824.09	11,643.36	100.00	600.00	9,368.63	2,657.12
Goldfield Cons. M. & T. Co.	956.60	38,785.08	2,683.64	1,765.28	131.07	19,864.31
Las Vegas and Tonopah Railroad	40,495.34				10,845.09	
Nevada and California Railway						
Nevada-California-Oregon Railway	64,322.35	100,975.06	2,065.00	2,113.64	11,037.59	10,851.26
Nevada Central Railroad	40,013.20	12,908.42			11,903.76	3,689.47
Nevada Copper Belt Railroad	482.30	3,202.74	60.00	1.25	69.32	1,435.59
Nevada Northern Railway	87,223.77	162,640.05	3,952.17	4,525.73	44,327.58	43,263.49
San Pedro, Los Angeles and Salt Lake Railroad	1,600,456.15	1,471,369.25	43,306.49	48,013.37	462,656.21	634,862.19
Silver Peak Railroad	855.92				2,760.13	1,080.63
Southern Pacific Company	11,646,960.29	11,350,368.38	427,624.82	432,982.06	4,775,575.36	4,573,848.27
Tonopah and Goldfield Railroad	75,214.14	73,543.18	6,460.77	9,705.58	40,592.11	62,848.17
Tonopah and Tidewater Railroad	74,518.23	51,902.21	4,557.81	4,753.02	15,914.63	23,831.17
Virginia and Truckee Railway	44,395.96	56,621.45	3,360.00	3,360.00	5,195.96	9,495.62
Western Pacific Railway						
Totals	\$27,806,472.14	\$26,205,581.87	\$946,791.04	\$1,016,362.90	\$10,434,718.24	\$11,730,568.27

OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT

Railroad	Cars, repairs		Floating equipment, repairs		Work equipment, repairs	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe	\$5,133,488.12	\$4,432,533.30	\$66,360.11	\$60,635.16	\$32,252.87	\$79,632.96
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway	1,718.61	2,791.92			49.65	26.90
Eureka and Palisade Railway	4,066.49					
Goldfield Cons. M. & T. Co.	282.17	2,620.13				
Las Vegas and Tonopah Railroad	3,874.19	4,366.07				
Nevada and California Railway						
Nevada-California-Oregon Railway	14,532.78	11,093.72			757.38	2,089.90
Nevada Central Railroad	4,166.06	2,982.75				
Nevada Copper Belt Railroad	177.70	781.76			25.81	145.22
Nevada Northern Railway	34,257.61	37,236.31			859.01	1,060.81
San Pedro, Los Angeles and Salt Lake Railroad	283,966.64	429,643.24			31,313.69	40,238.08
Silver Peak Railroad	31.29	1.56				
Southern Pacific Company	4,895,943.80	4,601,652.23	191,171.45	147,279.03	248,438.79	243,209.33
Tonopah and Goldfield Railroad	20,519.80	27,746.00			407.41	643.86
Tonopah and Tidewater Railroad	4,832.66	4,170.93				
Virginia and Truckee Railroad	4,831.44	6,996.40			1,019.73	416.68
Western Pacific Railway						
Totals	\$10,346,846.46	\$9,564,805.02	\$257,531.56	\$207,814.18	\$365,124.24	\$657,437.13

**OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT**

Railroad	Equipment, renewals		Equipment, depreciation		Injuries to persons	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$151,534.91	\$153,111.11	\$1,684,898.23	\$1,947,716.69	\$30,671.86	\$25,075.18
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway		15,891.14	5,535.52	5,485.04		
Central Pacific Railway						
Euireka and Palisade Railway	1,251.68		2,095.76			
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railway	2,250.97	1,593.41	8,430.31	7,882.36		
Nevada and California Railway						
Nevada-California-Oregon Railway			12,974.88	13,588.80		
Nevada Central Railway			1,650.00	1,920.00		
Nevada Copper Belt Railway						
Nevada Northern Railway	63.52	6,171.99	47,655.55	56,458.60	346.96	47.50
San Pedro, Los Angeles and Salt Lake Railroad	36,874.15	26.59	180,644.39	182,965.70	3,341.99	959.72
Silver Peak Railroad						
Southern Pacific Company						
Tonopah and Goldfield Railroad	1,108,998.25	664,875.09	63,410.18	64,276.12	6,053.67	12,930.32
Tonopah and Tidewater Railroad	2,005.24	732.73	36,874.27	36,693.89	23.18	38.05
Virginia and Truckee Railway	314.06	312.71	6,348.79	6,521.99	36.51	1.52
Western Pacific Railway				12,444.72		
Totals	\$1,302,165.74	\$844,474.77	\$2,060,217.88	\$2,335,861.91	\$40,474.15	\$39,062.29

Italic figures denote credit.

**OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT**

Railroad	Other maintenance of equipment expenses		Maintenance of joint equipment at terminals— Debit		Maintenance of joint equipment at terminals— Credit	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$243,618.59	\$345,364.78	\$13,361.82	\$17,034.91	\$5,250.88	\$31,765.58
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway	247.77	172.19				
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.	2,718.78					
Las Vegas and Tonopah Railroad	511.25	1,247.02				
Nevada and California Railway						
Nevada-California-Oregon Railway	2,571.23	1,495.90				
Nevada Central Railroad	1,118.01	673.44				
Nevada Copper Belt Railroad		886.47				
Nevada Northern Railway	14,618.18	18,991.37				
San Pedro, Los Angeles and Salt Lake Railroad	22,569.54	46,177.34	13,963.28	13,994.78		
Silver Peak Railroad						
Southern Pacific Company	842,236.75	315,609.74	13,643.36	27,014.95	24,709.37	17,232.01
Tonopah and Goldfield Railroad	4,424.87	4,101.65				
Tonopah and Tidewater Railroad		2,164.91	429.36	494.03		
Virginia and Truckee Railway	1,767.74	2,399.23				
Western Pacific Railway						
Totals	\$636,762.71	\$737,173.84	\$41,417.81	\$58,538.67	\$29,960.75	\$48,997.59

Italic figures denote credit.

OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT, TRAFFIC EXPENSES AND TRANSPORTATION EXPENSES

Railroad	Total maintenance of equip- ment expenses		Traffic expenses—Total		Superintendence and dis- patching of trains	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$12,884,888.02	\$13,869,044.03	\$1,730,478.47	\$1,851,546.29	\$1,191,372.08	\$1,281,457.18
Barnwell and Searchlight Railway	20,522.30	39,045.70	12,973.85	11,488.46	3,562.19	3,384.78
Burlingame-Goldfield Railway	19,501.34	5,877.25	197.06		2,775.30	1,200.00
Eureka and Palisade Railway	493.24	33,511.63	19,054.49	15,019.42	4,165.77	4,354.80
Goldfield Cons. M. & T. Co.	28,575.45					
Las Vegas and Tonopah Railway	43,968.56	41,153.12	7,337.23	7,454.26	2,374.45	2,407.59
Nevada and California-Oregon Railway	18,537.53	9,235.66			262.50	275.00
Nevada Central Railway	332.53	3,250.29	235.79	1,804.89	250.00	1,323.62
Nevada Copper Belt Railway	145,953.53	167,672.80	4,222.09	4,724.90	6,536.52	8,879.63
Nevada Northern Railway	1,078,054.23	1,396,827.78	285,183.78	374,784.53	65,919.47	75,670.32
San Pedro, Los Angeles and Salt Lake Railroad	2,791.42	1,032.19	20.90	76.72		
Silver Peak Railroad	11,968,423.56	11,066,395.63	1,654,548.12	2,033,963.54	1,012,059.74	1,109,698.17
Southern Pacific Company	111,457.10	142,917.56	30,750.33	34,353.43	34,811.72	36,359.99
Tonopah and Goldfield Railroad	34,791.93	42,372.88	27,567.60	23,081.21	8,161.79	6,698.99
Tonopah and Tidewater Railroad	13,487.89	34,694.87	5,640.00	5,915.71	5,400.00	4,626.50
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$26,392,069.08	\$26,853,091.39	\$3,778,259.61	\$4,364,213.36	\$2,337,791.63	\$2,536,346.57

OPERATING EXPENSES
TRANSPORTATION EXPENSES

Railroad	Station service		Yard enginemen		Other yard employees	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$3,806,184.65	\$4,160,187.95	\$561,581.03	\$582,485.16	\$1,286,344.64	\$1,332,520.46
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad	16,159.71	13,789.09				
Central Pacific Railway						
Eureka and Palisade Railway	7,484.06					
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	12,814.24	11,454.20	1,296.21	1,073.77	1,465.70	1,039.59
Nevada and California Railway						
Nevada-California-Oregon Railway	16,158.24	14,873.50				
Nevada Central Railroad	4,252.09	3,986.66				
Nevada Copper Belt Railroad	910.19	3,972.11				2.80
Nevada Northern Railway	24,996.47	28,568.27	1,272.76	1,192.45	3,475.07	4,225.96
San Pedro, Los Angeles and Salt Lake Railroad	239,283.48	314,807.53	28,896.68	46,309.51	60,910.97	94,826.77
Silver Peak Railroad	3,164.94	2,920.69				
Southern Pacific Company	4,098,006.72	4,113,686.20	510,908.27	504,925.04	1,492,601.14	1,469,205.80
Tonopah and Goldfield Railroad	41,990.35	36,206.91	5,175.70	6,817.02	8,064.13	8,777.00
Tonopah and Tidewater Railroad	18,473.22	17,699.11	546.77	1,064.13	658.83	666.92
Virginia and Truckee Railway						
Western Pacific Railway	21,689.58	21,869.50				
Totals	\$8,310,387.93	\$8,744,043.72	\$1,109,677.42	\$1,143,867.08	\$2,853,620.48	\$2,901,165.82

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Fuel for yard locomotives		All other yard expenses		Road engines and motormen	
	1910	1911	1910	1911	1910	1911
Altison, Toiyoka and Santa Fe Railway	\$589,194.97	\$578,491.79	\$272,356.48	301,281.16	\$3,253,626.18	\$3,436,104.00
Burnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway					10,070.73	7,466.72
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.					7,324.37	
Las Vegas and Tonopah Railway	1,540.19	1,196.32	209.29	144.08	662.62	3,536.88
Nevada and California Railway					11,869.00	11,237.40
Nevada-California-Oregon-Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad					9,886.62	7,990.37
Nevada Northern Railway	4,843.00	2,283.90			3,696.70	2,499.30
San Pedro, Los Angeles and Salt Lake Railroad	50,500.86	76,725.94	558.06	543.33	662.96	1,817.61
Silver Peak Railroad			25,107.64	27,002.73	40,213.56	42,432.92
Southern Pacific Company					234,012.79	390,636.14
Tonopah and Goldfield Railroad	542,608.44	544,545.14	316,061.91	331,609.04	2,027.76	2,024.80
Tonopah and Tidewater Railroad	12,923.67	18,478.24	4,512.56	3,853.49	3,106,167.40	3,136,616.87
Virginia and Truckee Railway	669.26	908.94	1,642.35	2,838.47	17,843.64	14,688.35
Western Pacific Railway					14,979.25	11,621.66
					12,258.97	13,819.62
Totals	\$1,212,270.38	\$1,221,602.17	\$620,466.27	\$667,257.30	\$6,724,192.72	\$7,082,379.53

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Fuel for road locomotives		Other road locomotive supplies and expenses		Road trainmen	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$5,611,792.10	\$5,482,714.91	\$1,812,939.26	\$2,066,953.56	\$3,275,402.99	\$3,345,691.51
Barnwell and Seabright Railway						
Burlingame and Seabright Railway						
Central Pacific Railway	15,820.51	11,280.21	4,919.67	4,020.52	7,790.84	6,143.78
Elgin and Palmdale Railway						
Goldfield Cons. M. & T. Co.	20,379.64		1,772.78		4,467.50	
Las Vegas and Tonopah Railroad	1,244.83		489.61		797.24	
Nevada and California Railway	31,833.51	25,695.86	9,721.65	8,701.44	13,011.11	10,007.59
Nevada-California-Oregon-Railway						
Nevada Central Railroad	34,359.27	23,851.21	5,843.13	5,664.85	8,146.25	6,710.90
Nevada Copper Belt Railroad	5,620.65	5,599.70	1,660.34	2,346.75	1,007.06	2,254.00
Nevada Northern Railway	921.77	3,032.04	336.26	1,723.64	687.53	1,847.96
San Pedro, Los Angeles and Salt Lake Railroad	130,076.44	134,622.18	22,809.09	23,772.46	48,332.13	51,428.06
Silver Peak Railroad	559,989.60	897,554.12	114,690.96	189,149.27	246,934.04	388,011.98
Southern Pacific Company	1,944.82	2,060.94	336.44	350.96	1,597.98	1,576.60
Tonopah and Goldfield Railroad	6,483,901.46	5,563,177.86	1,543,813.63	1,611,577.24	3,363,371.58	3,444,654.93
Tonopah and Tidewater Railroad	82,141.43	71,882.43	27,851.27	22,196.20	21,738.73	14,584.80
Virginia and Truckee Railroad	41,274.40	28,768.68	13,685.94	9,723.40	16,344.50	13,977.79
Western Pacific Railway	34,155.00	32,659.25	15,329.69	7,351.39	12,306.72	13,026.80
Totals	\$12,064,554.53	\$12,289,876.12	\$3,576,069.12	\$3,854,907.84	\$7,011,916.19	\$7,806,741.40

OPERATING EXPENSES
TRANSPORTATION EXPENSES

Railroad	Train supplies and expenses		Injuries to persons		Loss and damage	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1,121,209.50	\$1,187,950.31	\$475,286.76	\$478,992.02	\$921,589.19	\$825,946.26
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway	1,992.73	2,259.03	75.00	1,268.60	1,213.29	164.09
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.	440.62		90.50		36.18	
Las Vegas and Tonopah Railroad						
Nevada and California Railway	2,510.46	2,182.62	86.00	3.00	426.04	233.24
Nevada-California-Oregon Railway						
Nevada Central Railroad	1,254.10	1,927.86		597.11	814.83	393.50
Nevada Copper Belt Railroad	21.89	11.83			182.06	300.80
Nevada Northern Railway	5,923.86	6,098.86		35.00	1.05	498.15
Nevada San Pedro, Los Angeles and Salt Lake Railroad	84,898.92	126,886.59	349.47	45.96	1,601.34	1,683.27
Silver Peak Railroad	937,351.63	961,693.59	14,780.91	26,668.69	75,609.68	50,490.78
Southern Pacific Company	4,946.86	2,750.56	325,755.94	263,217.61	686,007.67	595,683.06
Tonopah and Goldfield Railroad	6,883.00	4,572.67	1,304.17	1,476.10	3,494.78	5,840.06
Tonopah and Tulewater Railroad			111.49	26.83	488.92	337.46
Virginia and Truckee Railway	3,907.10	3,706.54	7.65	37.00	527.18	244.77
Western Pacific Railway						
Totals	\$2,171,577.92	\$2,301,431.01	\$817,855.89	\$772,387.61	\$1,691,893.20	\$1,482,652.15

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Other casualties		Other transportation expenses		Operating joint yards and terminals—Debit	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$385,478.90	\$253,633.49	\$745,445.22	\$818,965.68	\$258,065.45	\$220,897.37
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	240.88	435.13	886.46	764.87	249.86	346.11
Central Pacific Railway						
Euclid and Palisade Railway	1,283.97		144.93			
Goldfield Cons. M. & T. Co.				46.50		
Las Vegas and Tonopah Railroad		31.27	2,370.71	2,028.07		
Nevada and California Railway						
Nevada-California-Oregon Railway	1,129.81	1,310.10	1,132.09	1,080.51		
Nevada Central Railroad		5.00	1,192.95	1,351.03		
Nevada Copper Belt Railroad	1,763.06	906.73	7,574.28	4,785.64		2,283.81
Nevada Northern Railway	22,060.49	27,474.00	62,401.37	69,473.53	214,540.14	244,705.99
San Pedro, Los Angeles and Salt Lake Railroad			11.74			
Silver Peak Railroad						
Southern Pacific Company	182,831.14	153,513.20	1,496,807.53	1,521,896.36	182,127.70	197,853.49
Tonopah and Goldfield Railroad	926.32	418.96	14,372.67	6,515.51	13,583.67	11,046.89
Tonopah and Tidewater Railroad	232.51	198.65	3,376.17	3,711.86		
Yuma and Truckee Railway		113.51	2,140.20	1,541.35		
Western Pacific Railway						
Totals	\$575,996.58	\$443,040.18	\$2,337,872.32	\$2,432,706.92	\$668,586.32	\$676,934.66

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Operating joint yards and terminals—Credit		Operating joint tracks—Debit		Operating joint tracks—Credit	
	1910	1911	1910	1911	1910	1911
Archison, Topeka and Santa Fe Railway	<i>\$155,453.03</i>	<i>\$181,565.44</i>	<i>\$81,270.45</i>	<i>\$84,253.86</i>	<i>\$124,519.67</i>	<i>\$153,464.36</i>
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway					<i>133.98</i>	<i>130.51</i>
Central Pacific Railway						
Europe and Palisade Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada-Central Railroad						
Nevada Copper Belt Railroad			<i>82.56</i>	<i>291.92</i>		
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	<i>1,613.32</i>	<i>1,030.71</i>	<i>42,775.79</i>	<i>57,937.59</i>	<i>1,582.42</i>	<i>1,316.12</i>
Silver Peak Railroad						
Southern Pacific Company	<i>347,953.64</i>	<i>325,960.24</i>	<i>20,160.57</i>	<i>28,648.18</i>	<i>66,886.96</i>	<i>67,784.96</i>
Tonopah and Goldfield Railroad	<i>259.72</i>		<i>385.04</i>	<i>451.57</i>		
Tonopah and Tidewater Railroad			<i>133.98</i>	<i>130.51</i>		
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	<i>\$485,314.61</i>	<i>\$503,556.99</i>	<i>\$144,808.39</i>	<i>\$171,718.63</i>	<i>\$193,123.03</i>	<i>\$222,695.95</i>

Italic figures denote credit.

OPERATING EXPENSES
TRANSPORTATION EXPENSES AND GENERAL EXPENSES

Railroad	Total transportation expenses		Administration		Insurance	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$25,379,066.15	\$26,113,311.87	\$1,346,937.87	\$1,268,944.88	\$231,119.83	\$256,450.91
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway	61,886.39	61,170.42	6,645.19	5,484.66	1,138.03	961.88
Eureka and Palisade Railway	46,209.74		4,943.21		350.65	
Goldfield Cons. M. & T. Co.	3,384.40					
Las Vegas and Tonopah Railway	98,318.88	79,392.25	23,537.39	17,578.98	598.33	508.20
Nevada and California-Oregon Railway						
Nevada-California-Oregon Railway	81,108.79	66,803.49	20,020.58	24,045.20	891.27	1,368.75
Nevada Copper Belt Railway	17,796.22	18,630.07	6,160.51	5,797.42	490.50	562.50
Nevada Northern Railway	3,832.31	17,607.25	1,281.19	4,806.21	7.75	435.73
San Pedro, Los Angeles and Salt Lake Railroad	300,223.39	311,299.68	38,913.16	37,444.73	1,823.38	2,092.84
Silver Peak Railroad	2,139,976.54	3,100,993.55	162,376.48	166,750.85	25,880.26	28,274.97
Southern Pacific Company	9,622.32	10,596.14	1,237.25	1,100.00		
Tonopah and Goldfield Railroad	24,883,856.87	25,048,462.98	1,831,677.16	1,994,812.60	225,367.03	256,785.09
Tonopah and Tidewater Railroad	295,752.58	262,341.57	63,752.73	41,827.04	6,396.11	4,320.43
Virginia and Truckee Railway	127,353.38	102,900.76	11,238.18	10,870.14	2,201.26	2,049.03
Western Pacific Railway	107,622.09	96,996.33	9,462.60	10,503.50		325.00
Totals	\$53,551,020.06	\$55,801,796.27	\$3,628,183.50	\$3,589,966.21	\$496,284.40	\$554,135.33

OPERATING EXPENSES GENERAL EXPENSES

Railroad	Other general expenses		General administration of joint tracks and terminals—Debit			General administration of joint tracks and terminals—Credit	
	1910	1911	1910	1911	1910	1911	1911
Atchison, Topeka and Santa Fe Railway	\$303,314.40	\$426,954.94	\$4,195.76	\$6,182.43	\$1,946.96	\$2,149.78	
Barnwell and Seashore Light Railway							
Burlington Railroad	413.73	397.78					30.93
Central Pacific Railway							
Central and Palmdale Railway	121.61	465.85					
Goldfield and M. & T. C. Railway	83.87	336.66					
Las Vegas and Tonopah Railway	460.24						
Nevada-California-Oregon Railway	955.76	1,162.16					
Nevada Central Railroad	640.26	2,303.53					
Nevada Copper Belt Railroad	15.55	3,753.11		3.00			
Nevada Northern Railway	2,907.44	12,219.01		2,257.83			
San Pedro, Los Angeles and Salt Lake Railroad	11,306.20	45.72	2,658.82				
Silver Peak Railroad			4,859.72				
Southern Pacific Company	392,837.23	478,375.61		4,973.51			
Tonopah and Goldfield Railroad	1,817.02	1,626.80					
Tonopah and Tidewater Railroad	1,024.88	790.04		39.36			
Virginia and Truckee Railway	4,255.74	1,023.39					
Western Pacific Railway							
Totals	\$720,156.03	\$890,640.84	\$11,714.30	\$13,456.13	\$1,946.96	\$2,149.78	

Italic figures denote credit.

OPERATING EXPENSES, GENERAL EXPENSES, AND RECAPITULATION

Railroad	Total general expenses		Maintenance of way and structures		Maintenance of equipment	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1,883,620.90	\$1,956,383.38	\$14,067,400.96	\$12,847,208.32	\$12,884,386.02	\$13,869,044.03
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad	8,196.95	6,813.39	28,812.82	23,566.27	20,522.80	39,045.70
Central Pacific Railway	5,415.47	455.85	38,824.09		19,501.34	5,877.25
Eureka and Palisade Railway	83.87		39,956.90	11,543.36	498.24	38,511.53
Goldfield Cons. M. & T. Co.	24,586.96	19,023.84	40,496.34	38,756.08	28,575.45	
Las Vegas and Tonopah Railroad						
Nevada and California Railway	21,987.61	28,576.11	64,322.35	100,975.08	43,968.86	41,183.12
Nevada-California-Oregon Railway	1,291.27	7,078.11	40,012.30	15,308.42	18,537.68	9,266.66
Nevada Central Railroad	1,394.59	7,548.47	40,493.30	15,308.42	18,537.68	9,266.66
Nevada Copper Belt Railroad	43,843.98	43,290.69	87,223.77	102,626.06	145,933.53	167,622.59
Nevada Northern Railway	292,223.76	269,529.66	1,600,453.15	1,471,949.26	1,075,954.28	1,396,627.76
San Pedro Bay Railroad	1,237.25	1,145.72				
Silver Peak Railroad						
Southern Pacific Company	2,454,741.14	2,794,946.81	11,646,990.29	11,350,968.88	11,985,423.55	11,046,396.63
Tonopah and Goldfield Railroad	71,995.96	47,774.27	75,214.14	73,549.18	111,457.10	143,917.54
Tonopah and Tidewater Railroad	14,464.32	13,688.57	74,518.23	51,902.21	34,791.83	42,872.88
Virginia and Truckee Railway	13,718.34	11,851.89	44,835.96	56,621.45	13,457.39	34,684.87
Western Pacific Railway						
Totals	\$4,754,371.27	\$5,086,017.80	\$27,808,472.14	\$28,205,581.87	\$26,392,089.08	\$28,853,091.39

OPERATING EXPENSES—RECAPITULATION

Railroad	Traffic expenses		Transportation expenses		General expenses	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1,730,478.47	\$1,851,546.29	\$25,379,066.15	\$26,113,311.87	\$1,883,620.90	\$1,966,383.38
Barnwell and Searsville Railway						
Burlington-Goldfield Railway	12,973.85	11,488.46	61,896.39	51,170.42	8,136.96	6,813.39
Central Pacific Railway						
Eureka and Palmdale Railway	137.06		46,209.74		5,415.47	465.85
Goldfield Cons. M. & T. Co.			3,384.40		83.87	
Las Vegas and Tonopah Railway	19,064.49	15,019.42	93,318.88	79,392.25	24,586.96	19,023.84
Nevada and California Railway						
Nevada-California-Oregon Railway	7,337.23	7,454.26	81,106.79	66,803.49	21,967.61	26,576.11
Nevada Central Railway			17,796.22	18,630.07	7,291.27	7,006.16
Nevada Copper Belt Railway	286.79	1,804.89	3,832.31	17,807.25	1,304.59	7,548.47
Nevada Northern Railway	4,222.09	4,724.90	300,223.39	311,299.68	43,643.98	43,290.68
San Pedro, Los Angeles and Salt Lake Railroad	285,183.78	374,784.53	2,139,976.54	3,100,993.55	202,223.76	209,502.66
Silver Peak Railroad	20.80	76.72	9,622.32	10,596.14	1,237.25	1,145.72
Southern Pacific Company	1,654,548.12	2,033,963.54	24,883,856.87	25,048,462.98	2,454,741.14	2,734,946.81
Tonopah and Goldfield Railroad	30,750.33	34,353.43	295,752.58	262,341.57	71,965.86	47,774.27
Tonopah and Tidewater Railroad	27,567.60	23,081.21	127,353.38	102,900.76	14,464.32	13,688.57
Virginia and Truckee Railway	5,640.00	5,915.71	107,622.09	98,998.33	13,718.34	11,861.89
Western Pacific Railway						
Totals	\$3,778,259.61	\$4,364,213.36	\$53,551,020.05	\$56,301,796.27	\$4,754,371.27	\$5,086,017.80

OPERATING EXPENSES—RECAPITULATION

Railroad	Total operating expenses		Ratio of operating expenses to earnings—Per cent		Maintenance of way and structures—Per cent of total expense	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$55,945,464.52	\$56,637,493.89	64.33	63.52	25.15	22.68
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway	106,147.70	132,064.24	102.99	132.50	21.76	17.84
Eureka and Fallsdale Railway	4,918.11	37,275.37	96.98	48.20	32.17	31.30
Goldfield Cons. M. & T. Co.	206,040.12	186,732.22	47.07	125.48	19.40	20.88
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway	218,604.84	242,992.06	48.81	79.10	29.43	41.55
Nevada Central Railroad	83,993.82	47,806.31	139.67	58.49	47.67	26.96
Nevada Copper Belt Railroad	6,237.82	33,413.64	63.91	96.25	7.73	9.61
Nevada Northern Railway	591,266.76	698,628.11	38.46	46.98	15.00	23.58
San Pedro and Los Angeles	5,305,894.51	6,553,477.77	97.08	77.80	30.16	22.45
Silver Peak Railroad	14,527.71	13,897.85	87.03	92.84	5.89	6.19
Southern Pacific Company	62,628,629.98	62,234,137.34	55.29	57.33	22.13	21.74
Tonopah and Goldfield Railroad	585,140.01	660,935.01	74.14	71.10	12.85	13.11
Tonopah and Tidewater Railroad	278,686.46	233,945.83	66.12	73.71	26.74	22.14
Virginia and Truckee Railway	185,403.78	208,062.25	62.36	69.06	24.24	27.21
Western Pacific Railway						
Totals	\$116,282,212.15	\$117,810,700.69				

OPERATING EXPENSES—RECAPITULATION

Railroad	Maintenance of equip- ments—Percentage of total expenses		Traffic expenses—Per- centage of total expenses		Transportation expenses—Percentage of total expenses		General expenses— Percentage to total expenses	
	1910	1911	1910	1911	1910	1911	1910	1911
Arizon, Tonopah and Santa Fe Railway	23.03	24.49	3.09	3.27	45.36	46.10	3.37	3.46
Burlingame and Searchlight Railway	15.50	29.56	9.80	8.70	46.75	38.74	6.19	5.16
Central Pacific Railway	18.55	15.80	.19		43.94	51.80	5.15	
Florida and Palisade Railway	10.00	18.04			68.96	70.70	1.70	1.20
Goldfield Cons. M. & T. Co.	13.87		9.25	8.09	45.29	42.75	11.94	10.24
Las Vegas and Tonopah Railway	20.11	16.95	3.36	3.07	37.10	27.49	10.00	10.94
Nevada-California-Oregon Railway	22.44	19.38			21.21	39.97	8.68	14.66
Nevada Central Railway	5.33	9.71	4.58	5.40	52.69	45.14	20.92	22.59
Nevada Copper Belt Railway	25.11	24.31	4.73	.69	51.65	45.14	7.51	6.28
San Pedro, Los Angeles and Salt Lake Railroad	20.32	21.31	5.38	5.72	40.33	47.32	3.81	3.20
Silver Peak Railway	19.22	7.54	3.14	.56	66.23	77.35	8.52	8.36
Southern Pacific Company	22.79	21.18			47.28	47.96	4.66	5.23
Tonopah and Goldfield Railroad	19.05	25.48	5.26	6.12	50.54	46.77	12.30	8.52
Tonopah and Tidewater Railroad	12.49	18.14	9.89	9.87	45.69	43.99	5.19	5.86
Virginia and Truckee Railway	7.27	16.68	3.04	2.84	58.05	47.58	7.40	5.69
Western Pacific Railway								

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Railroad	Total property investment		Total securities		Total other investments	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$549,106,888.52	\$587,133,715.09			\$22,154,710.99	\$22,153,549.09
Burns and Seabright Railway	3,794,178.13	3,773,685.53				
Bullfrog-Goldfield Railway	224,554,411.96	227,661,383.66	\$353,060.00	\$345,021.79	119,318.21	119,318.21
Central Pacific Railway	224,364,819.71				900.59	
Euclid and Palisade Railway	25,126.50	25,126.50			689,470.97	704,804.55
Goldfield Cons. M. & T. Co.	3,140,706.00	3,106,472.38				1.00
Las Vegas and Tonopah Railroad	6,673,719.96	6,684,686.48				
Nevada and California Railway	3,233,853.58	3,239,459.33				
Nevada-California-Oregon Railway	1,498,700.00	1,497,380.00				
Nevada Central Railroad	272,668.44	218,479.46				
Nevada Copper Belt Railroad	2,784,700.83	2,866,159.44	135,000.00	1,190,200.00	102,859.17	
Nevada Northern Railway	69,848,696.74	69,574,292.24				
San Pedro, Los Angeles and Salt Lake Railroad	202,442.04	202,442.04			750.00	491,903.06
Silver Peak Railroad	18,354,294.93	33,251,518.92				
Southern Pacific Company	3,704,397.88	3,742,711.85	189,744,798.07	188,469,673.80	216,346,472.57	233,294,481.84
Tonopah and Tidewater Railroad	4,181,416.74	4,184,839.06	352,500.00	350,000.00	12,874.87	12,875.04
Virginia and Truckee Railway	5,011,721.72	4,433,131.75				
Western Pacific Railway						
Totals	\$896,762,743.18	\$951,593,993.73	\$190,685,348.07	\$190,457,754.76	\$239,407,157.17	\$256,776,232.79

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Railroad	Total working assets		Accrued income not due		Total deferred debit items	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$59,367,098.78	\$58,120,815.54			\$5,886,760.87	\$6,466,858.28
Barnwell and Searchlight Railway	86,381.28	66,793.42				727.17
Bullfrog-Goldfield Railway	4,364,732.82	34,696,401.38	\$872.98	\$866.66	2,806.31	7,217,989.69
Central Pacific Railway	20,600.50				9,221,415.00	
Eureka and Palisade Railway	879,488.88	1,202,406.22				
Goldfield Cons. M. & T. Co.	53,210.84	51,478.87				
Las Vegas and Tonopah Railroad	1.00					
Nevada and California Railway	617,797.75	419,985.24			3,791.62	7,024.84
Nevada-California-Oregon Railway	22,130.59	17,371.57			411,300.00	411,300.00
Nevada Central Railroad		9,447.04			24,235.27	208,537.13
Nevada Copper Belt Railroad	386,054.35	311,439.51			2,061.29	1,785.12
Nevada Northern Railway	2,891,978.69	1,863,155.18				
San Pedro, Los Angeles and Salt Lake Railroad				1,426.66	1,155,731.04	211,451.56
Silver Peak Railroad	123,841,154.97	139,906,175.82	1,089,963.16	1,247,131.30	788,371.19	4,499,063.67
Southern Pacific Company	614,061.30	607,425.72			8,270,501.96	15,068,979.19
Tonopah and Goldfield Railroad	320,359.56	283,490.63			60,941.83	29,795.16
Tonopah and Tidewater Railroad	178,636.92	196,603.90			162,688.96	187,246.48
Virginia and Truckee Railway						111.24
Western Pacific Railway						
Totals	\$198,643,687.25	\$237,764,987.04	\$1,040,836.14	\$1,249,424.62	\$25,970,600.23	\$34,300,859.52

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Railroad	Profit and loss—Balance		Grand total	
	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway.....			\$636,515,459.16	\$673,874,939.00
Barnwell and Searchlight Railway.....			4,122,831.20	4,222,742.30
Bullfrog Goldfield Railway.....	\$238,692.50	\$378,670.12	238,692.50	254,352,680.08
Central Pacific Railway.....			1,874,068.85	1,932,139.27
Goldfield and Palmdale Railway.....			3,197,708.48	3,178,527.42
Los Vegas and Tonopah Railway.....		14,546.33	3,067,029.96	7,098,967.48
Nevada-California-Oregon Railway.....			3,978,745.77	3,969,641.73
Nevada Central Railroad.....			1,539,044.27	1,516,536.69
Nevada Copper Belt Railroad.....	6,162.39		1,903,168.44	2,365,020.74
Nevada Northern Railway.....		2,094.24	4,826,496.22	3,399,050.51
San Pedro, Los Angeles and Salt Lake Railroad.....			75,667,947.81	79,415,083.50
Silver Peak Railroad.....	2,138,151.19	2,965,252.69	202,442.04	202,442.04
Southern Pacific Company.....			557,597,185.58	611,227,960.87
Tonopah and Goldfield Railroad.....			4,382,075.18	4,392,306.76
Tonopah and Tidewater Railroad.....	95,088.08	187,246.48	5,102,058.35	5,241,802.50
Virginia and Truckee Railway.....	10,113.62	372,436.66	5,200,471.26	5,002,283.55
Western Pacific Railway.....				
Totals.....	\$2,488,207.76	\$3,940,248.62	\$1,550,395,947.52	\$1,661,359,343.99

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Railroad	Total stock		Total mortgage, bonded and secured debt		Working liabilities	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$279,762,530.00	\$282,674,530.00	\$300,610,982.71	\$333,867,850.00	\$12,409,095.29	\$9,093,186.56
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	2,000,000.00	2,000,000.00	1,880,000.00	1,873,000.00	231,885.70	346,494.23
Central Pacific Railway	84,275,500.00	84,475,500.00	125,519,000.00	161,788,638.61	806,642.35	801,464.76
Eureka and Palisade Railway	300,000.00		40,000.00		29,570.66	
Goldfield Cons. M. and T. Co.	400,000.00	400,000.00			47,493.46	34,411.90
Las Vegas and Tonopah Railroad	1,500,000.00	1,500,000.00			1,699,080.62	1,649,156.63
Nevada and California Railway	4,837,000.00	4,837,000.00				
Nevada-California-Oregon Railway	2,200,000.00	2,200,000.00				
Nevada Central Railroad	750,000.00	750,000.00	2,042,823.83	2,199,723.84	53,695.98	59,960.84
Nevada Copper Belt Railroad	500,500.00	1,000,000.00	981,000.00	971,000.00	27,381.17	1,816.91
Nevada Northern Railway	2,000,000.00	2,000,000.00	468,000.00	1,048,689.28		230,674.61
San Pedro, Los Angeles and Salt Lake Railroad	25,000,000.00	25,000,000.00	1,000,000.00	1,000,000.00	112,839.57	111,620.91
Silver Peak Railroad	200,000.00	200,000.00	43,000,000.00	43,835,000.00	2,495,311.88	5,372,193.28
Southern Pacific Company	272,543,390.64	272,823,520.64	131,841,540.00	134,392,410.00	78,654,074.07	117,774,404.27
Tonopah and Goldfield Railroad	2,150,000.00	2,150,000.00	1,132,000.00	1,115,000.00	117,846.71	77,897.24
Tonopah and Tidewater Railroad	1,000,000.00	1,000,000.00	3,286,344.10	3,286,344.10	774,073.90	914,647.88
Virginia and Truckee Railway	5,000,000.00	5,000,000.00			7,850.35	
Western Pacific Railway						
Totals	\$684,718,920.64	\$688,015,550.64	\$617,620,680.74	\$691,116,555.83	\$97,366,819.31	\$136,467,930.01

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Railroad	Accrued liabilities not due		Deferred credit items		Appropriated surplus	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$7,852,152.78	\$9,093,196.56	\$1,351,795.22	\$256,516.45	\$14,297,099.49	\$19,711,239.08
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway			1,045.50	8,349.67		
Central Pacific Railway	20,126.05		921.09	1,010.81	9,192,200.37	
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.	2,460.54	2,460.48				
Las Vegas and Tonopah Railroad	14,182.87	9,884.84	16,415.59	19,482.95		
Nevada and California Railway						
Nevada-California-Oregon Railway			7,264.26	7,769.13	207,231.23	231,523.92
Nevada Central Railroad	56,857.78	28,288.33	1,663.10	68,876.00		300,644.25
Nevada Copper Belt Railroad					940,431.87	
Nevada Northern Railway	18,730.48	1,094.64	87,918.30	112,840.18		
San Pedro, Los Angeles and Salt Lake Railroad	84,717.93	24,896.00				
Silver Peak Railroad		95,050.04				
Southern Pacific Company						
Tonopah and Goldfield Railroad	8,264,554.44	8,501,155.01	8,865,861.64	12,412,117.60	2,370,288.02	1,607,697.54
Tonopah and Tulewater Railroad	60,476.60	59,231.38	22,650.79	4,508.48		
Virginia and Truckee Railroad	42,132.35	40,718.79		1,091.73		
Western Pacific Railway			192,640.91			2,283.55
Totals	\$16,416,391.82	\$17,855,956.07	\$10,549,724.40	\$12,889,245.53	\$27,007,950.98	\$21,853,388.34

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Railroad	Profit and loss—Balance		Grand total	
	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway.....	\$20,231,803.67	\$20,566,706.63	\$636,515,459.16	\$673,874,939.00
Barnwell and Searchlight Railway.....			4,122,831.20	4,222,742.90
Bullfrog-Goldfield Railway.....	27,987,606.20	22,950,450.38	238,619,796.69	270,016,964.56
Central Pacific Railway.....	16,750.14		386,320.80	
Eureka and Palisade Railway.....	1,124,132.35	1,495,266.89	1,574,086.35	1,932,139.27
Goldfield Cons. M. & T. Co.....	68,029.48		3,197,708.48	3,178,524.42
Las Vegas and Tonopah Railroad.....	206,197.03	59,263.64	7,065,020.96	7,095,967.48
Nevada and California Railway.....	472,696.52	471,099.51	3,978,745.77	3,969,641.73
Nevada-California-Oregon Railway.....		13,036.25	1,629,044.27	1,616,636.69
Nevada Central Railroad.....	2,936.07		908,168.44	2,365,020.74
Nevada Copper Belt Railroad.....	254,485.30	252,543.60	4,326,486.22	3,389,050.51
Nevada Northern Railway.....			75,667,947.81	79,415,063.50
San Pedro, Los Angeles and Salt Lake Railroad.....			202,442.04	202,442.04
Silver Peak Railroad.....	2,442.04	2,442.04		
Southern Pacific Company.....	54,756,476.65	63,711,655.81	557,597,185.56	611,227,960.87
Tonopah and Goldfield Railroad.....	839,062.08	985,671.66	4,362,075.18	4,392,308.76
Tonopah and Tidewater Railroad.....			5,102,068.35	5,241,802.50
Virginia and Truckee Railway.....			5,200,471.26	5,002,283.55
Western Pacific Railway.....				
Totals.....	\$106,971,617.53	\$110,508,196.41	\$1,550,386,947.62	\$1,877,043,428.51

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Railroad	General officers			Other officers			General office clerks			Station agents			Other station men			Enginemen		
	1910		1911	1910		1911	1910		1911	1910		1911	1910		1911	1910		1911
Atchison, Topeka and Santa Fe Railway	\$8.90	\$9.96		\$6.46	\$6.63		\$2.73	\$2.87		\$2.63	\$2.63		\$4.17	\$4.23		\$5.90	\$4.13	
Barnwell and Searchlight Railway										4.38	4.15					11.01	10.30	
Bullfrog-Goldfield Railway																		
Central Pacific Railway	5.55	6.58					3.96			2.33			1.83			4.00		
Eureka and Palisade Railway	7.99	7.35		6.80	6.16		2.78	2.82		4.20	4.16		4.06	4.39		5.00	5.00	
Goldfield Cons. M. and T. Co.																		
Las Vegas and Tonopah Railroad																		
Nevada and California Railway	13.15	11.62		5.63	5.44		2.96	3.01		2.44	2.41		2.15	2.14		4.38	4.07	
Nevada-California-Oregon Railway	7.39	9.96					4.51	4.93		3.76	3.37					4.80	4.81	
Nevada Central Railroad	3.69	2.46		5.80	5.24		1.32	1.76		3.03	3.17		5.00			3.87	4.27	
Nevada Copper Belt Railroad	8.78	9.92		4.73	4.59		3.47	3.19		3.14	3.24					4.97	4.96	
Nevada Northern Railway	13.00	12.21		7.51	7.68		2.83	2.81		2.79	2.78		2.23	2.19		4.52	4.75	
San Pedro, Los Angeles and Salt Lake Railroad	1.23	1.66								5.76	5.34					6.03	6.09	
Silver Peak Railroad	23.23	21.18		8.83	8.74		2.62	2.65		2.77			2.36			4.46		
Southern Pacific Company																		
Tonopah and Goldfield Railroad	15.16	13.67		9.08	7.09		5.09	4.88		5.09	5.15		4.38	4.05		7.47	7.42	
Tonopah and Tidewater Railroad	9.90	9.90		6.42	6.61		2.73	2.87		4.11	4.11		2.42			6.46	8.12	
Virginia and Truckee Railway	9.45	9.65		4.11	4.11		3.60	3.74		2.96	2.96		1.99	2.03		5.00	5.00	
Western Pacific Railway																		

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Railroad	Firemen		Conductors		Other trainmen		Machinists		Carpenters		Other shopmen	
	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$3.62	\$2.67	\$6.40	\$4.54	\$4.87	\$3.44						
Barnwell and Searchlight Railway	8.23	7.72	6.68	5.95	5.27	3.95					\$4.93	\$4.98
Bullfrog-Goldfield Railway												
Central Pacific Railway												
Eureka and Palisade Railway	2.50		3.73		2.47		\$4.50		\$3.67		3.02	
Goldfield Cons. M. & T. Co.	4.00	4.00	5.00	5.00	3.87	3.58			\$4.00	4.25	4.50	
Las Vegas and Tonopah Railroad	3.57	3.20	4.62	4.63	3.52	3.31			3.45	3.03	2.80	
Nevada and California Railroad												
Nevada-California-Oregon Railroad	2.95	2.77	3.70	3.42	3.23	2.62	4.42	4.46	3.22	3.30	2.82	2.90
Nevada Central Railroad	2.95	3.00	4.17	4.15	4.01	4.00	4.42	4.30	4.00	4.12	3.29	2.93
Nevada Copper Belt Railroad	3.00	2.96	4.25	3.50	3.00			4.93			3.36	
Nevada Northern Railroad	3.42	3.41	4.60	4.60	3.36	3.38	4.43	4.63	4.51	4.47	2.70	2.81
San Pedro, Los Angeles and Salt Lake Railroad	2.89	3.10	4.36	4.59	3.19	3.23	3.15	3.35	2.69	2.57	2.35	2.27
Silver Peak Railroad	4.66	4.52	5.00	4.77	4.00	4.00						
Southern Pacific Company	2.71		4.41		2.95		4.26		3.22		2.66	
Tonopah and Goldfield Railroad	5.47	4.99	6.41	5.89	4.98	4.49	5.41	4.71	5.59	4.84	4.58	3.97
Tonopah and Tidewater Railroad	4.15	5.59	4.92	6.03	3.67	3.93						
Virginia and Truckee Railroad	3.50	3.50	4.00	4.00	3.17	3.31	4.72	4.71	4.26	4.21	3.41	3.35
Western Pacific Railway												

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Railroad	Section foremen		Other trackmen		Switch tenders, watchmen, etc.		Telegraph operators and dispatchers		Employees' account, floating equipment		All others	
	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$2.50	\$2.60	\$1.01	\$1.06							\$2.34	\$2.53
Barnwell and Searchlight Railway	3.06	3.02	2.04	2.05	\$2.53	\$2.39	\$4.13	\$3.96			3.72	3.72
Bullfrog-Goldfield Railway												
Central Pacific Railway	3.06		2.28	3.50	2.54						2.59	
Europe and Palisade Railway		4.00	3.50	3.50								
Goldfield Cons. M. & T. Co.	2.68	2.48	1.83	1.62							2.11	2.46
Las Vegas and Tonopah Railway												
Nevada and California Railway												
Nevada-California-Oregon Railway	2.17	2.23	1.72	1.85	.33	.33	.66	.66				2.39
Nevada Central Railroad	2.76	2.77	2.23	2.06		3.00	3.12	3.13			1.55	1.13
Nevada Copper Belt Railroad	3.50	2.50	2.50	2.30								1.80
Nevada Northern Railway	2.37	2.33	1.61	1.67			2.74	3.71			3.50	3.48
San Pedro, Los Angeles and Salt Lake Railroad	2.34	2.33	1.39	1.39	1.63	1.63	3.14	3.14			2.37	2.38
Silver Peak Railroad												
Southern Pacific Company	2.90	2.89	1.49	1.55	1.99	1.99	3.14	3.16	\$2.12		2.70	
Tonopah and Goldfield Railroad	3.55	3.36	2.57	2.10	3.82	3.45	5.84	5.83			3.91	3.26
Tonopah and Tidewater Railroad	3.00	3.05	1.75	1.76	2.25	2.25	2.96	2.96			2.43	3.35
Virginia and Truckee Railway												
Western Pacific Railway	2.86	2.85	2.20	2.21	2.57	2.53	3.29	4.06			2.40	3.49

GENERAL STATISTICS

Railroad	Number of passengers carried earning revenue		Number of passengers carried one mile		Average distance carried	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	13,273,494	13,270,253	1,054,338,908	1,064,870,570	79.43	81.75
Barnwell and Seabright Railway	2,876	1,538	33,361	22,444	11.40	11.40
Bullfrog-Goldfield Railway	12,914	7,286	652,866	436,546	50.52	59.70
Central Pacific Railway						
Eureka and Palmdale Railway	2,565		189,133		73.74	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	7,274	7,387	852,495	787,180	117.19	106.56
Nevada and California Railway						
Nevada-California-Oregon Railway	25,044	22,921	2,289,223	1,964,505	91.41	87.02
Nevada Central Railroad	2,391	3,367	196,050	231,916	81.99	86.69
Nevada Copper Belt Railroad	3,685	10,751	44,019	127,966	11.90	11.90
Nevada Northern Railway	388,679	273,574	5,777,198	4,725,482	17.06	17.27
San Pedro, Los Angeles and Salt Lake Railroad	1,559,462	1,612,011	102,903,344	132,764,364	66.03	82.36
Silver Peak Railroad	3,160	2,385	55,300	41,737	17.50	17.50
Southern Pacific Company	34,908,814	34,199,458	1,459,596,895	1,429,600,394	41.90	41.80
Tonopah and Goldfield Railroad	48,509	39,406	2,580,872	2,084,129	52.79	52.89
Tonopah and Tidewater Railroad	16,737	9,584	1,539,999	1,073,751	112.04	112.04
Virginia and Truckee Railway	74,556	81,382	2,081,215	2,170,670	27.91	26.67
Western Pacific Railway						
Totals	50,179,100	49,541,700	2,632,050,474	2,660,990,661		

GENERAL STATISTICS

Railroad	Average amount received from each passenger		Average receipts per passenger per mile		Passenger service train revenue per mile of road	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1.59404	\$1.71472	\$0.02007	\$0.02097	\$3.698.11	\$3.798.97
Barnwell and Searchlight Railway	64706	.86820	.06578	.04819	271.69	143.83
Burlingame-Goldfield Railroad	2.74677	3.25047	.06439	.06511	493.78	377.59
Central Pacific Railway	5.35176		.07258		231.29	
Central and Palmdale Railway						
Goldfield and Palmdale Railway	5.74801	5.50381	.04904	.05185	271.43	257.04
Las Vegas and Tonopah Railroad	5.87564	4.88841	.06428	.06317	936.93	755.90
Nevada-California-Oregon Railway	6.51315	6.35395	.07943	.07328	307.54	307.54
Nevada-California-Oregon Railway	59300	1.05190	.09100	.08837	547.89	451.08
Nevada Central Railroad	50339	50868	.02951	.02935	1,145.98	987.52
Nevada Copper Belt Railroad	1.38235	1.72741	.02094	.02097	2,313.60	2,840.96
Nevada Northern Railway	1.71718	1.73062	.09801	.09890	382.31	235.88
San Pedro, Los Angeles and Salt Lake Railroad	92091	93178	.02198	.02229	5,907.33	5,905.39
Silver Peak Railway Company	2.82167	2.87958	.05344	.05443	1,589.80	1,337.83
Southern Pacific Company	4.56980	5.65689	.04967	.05049	505.38	468.68
Tonopah and Goldfield Railroad	1.15682	1.12101	.04154	.04203	1,502.61	1,566.79
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway						

GENERAL STATISTICS

Railroad	Passenger service train revenue per train mile		Number of tons of freight carried earning revenue		Number of tons of freight carried one mile	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1.55080	\$1.54394	16,011,402	16,899,385	5,653,776,710	5,621,044,461
Barnwell and Searchlight Railway	.30037	.25779	5,318	4,532	61,689	82,571
Bullfrog-Goldfield Railroad	.76474	.58621	26,660	17,062	1,714,588	1,231,060
Central Pacific Railway						
Eureka and Fallon Railway	.51168		53,601		4,566,385	
Goldfield Cons. M. & T. Co.			11,794		1,164,485	
Las Vegas and Tonopah Railroad	.40179	.37088	17,629	20,587	2,591,967	3,117,806
Nevada-California-Oregon Railway						
Nevada Central Railroad	1.49465	1.27905	54,707	42,024	5,674,992	4,624,431
Nevada Copper Belt Railroad	1.51903	1.53910	9,035	11,191	745,847	922,330
Nevada Northern Railway	1.18690	2.83160	8,757	8,968	112,090	134,332
Nevada-Sagehen Railway	1.03166	1.84306	2,697,938	3,260,796	85,523,014	97,739,184
San Pedro, Los Angeles and Salt Lake Railroad	1.53903	1.35156	1,955,847	2,436,063	237,279,992	406,106,845
Silver Peak Railroad	.60332	1.31176	3,395	2,690	59,412	47,075
Southern Pacific Company	1.96130	1.81743	17,677,805	18,162,810	4,525,958,443	4,081,016,948
Tonopah and Goldfield Railroad	1.85751	1.96687	344,859	392,257	12,987,327	12,433,068
Tonopah and Truckee Railroad	.69694	.56218	75,585	57,067	9,211,633	6,679,060
Virginia and Truckee Railway	1.10467	.97346	107,614	109,313	4,079,710	4,156,963
Western Pacific Railway						
Totals.....			39,090,336	41,247,352	10,544,454,279	10,240,111,916

GENERAL STATISTICS

Railroad	Average distance haul of one ton		Average amount received for each ton		Average receipts per ton per mile	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	353.11	342.97	\$3.65666	\$3.60197	\$0.01086	\$0.01060
Barnwell and Searchlight Railway	11.60	11.60	.48342	.52868	.04254	.04558
Bullfrog-Goldfield Railroad	64.34	72.15	3.22777	3.94075	.05017	.05462
Central Pacific Railway						
Eureka and Palisade Railway	86.19		1.67128		.01962	
Goldfield Cons. M. & T. Co.	2.50	2.50	.25000	.25000	.10000	.10000
Las Vegas and Tonopah Railroad	147.08	151.44	5.79585	4.51217	.08942	.02379
Nevada and California Railway						
Nevada-California-Oregon Railway	108.73	110.04	4.91805	4.62483	.04735	.04202
Nevada Central Railroad	82.55	82.41	4.25007	4.83801	.05148	.06864
Nevada Copper Belt Railroad	12.80	15.26	4.82380	2.09751	.37680	.13847
Nevada Northern Railway	31.70	29.97	4.79302	.39458	.01511	.01316
San Pedro, Los Angeles and Salt Lake Railroad	121.35	166.71	1.79652	2.10654	.01479	.01265
Silver Peak Railroad	17.50	17.50	2.92055	3.49552	.16689	.19997
Southern Pacific Company	256.02	224.44	3.21703	2.95545	.01257	.01235
Tonopah and Goldfield Railroad	37.71	32.53	1.74134	1.64967	.04617	.06072
Tonopah and Tidewater Railroad	121.87	117.06	4.31423	4.22940	.03540	.03613
Virginia and Truckee Railway	37.91	38.01	1.79252	1.72853	.04728	.04665
Western Pacific Railway						

GENERAL STATISTICS

Railroad	Freight revenue per mile of road		Freight revenue per train mile		Operating revenue per mile of road	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$7,849.31	\$7,823.74	\$3,090.04	\$3,349.08	\$11,659.97	\$11,816.86
Barnwell and Seagrave Railway	238.21	206.56	31212	33002	157.71	382.82
Burlingame and Seagrave Railway	1,036.26	809.59	1,617.46	1,114.97	1,548.72	1,200.80
Central Pacific Railway	1,017.98		1,429.66		1,243.88	
Florida and Gulf Coast Railway	2,886.37	20,373.54			2,886.37	20,373.54
Goldfield and Tonopah Railway	512.33	463.51	1,222.99	.667.89	815.25	738.57
Las Vegas and Tonopah Railway						
Nevada-California-Oregon Railway	1,460.36	1,056.16	2,069.44	1,706.00	2,433.87	1,842.11
Nevada Central Railroad	412.90	579.70	1,586.82	1,852.83	643.01	906.90
Nevada Copper Belt Railroad	301.80	64.58	2,180.20	3,468.83	697.13	1,168.97
Nevada Northern Railway	7,828.78	7,794.09	6,192.14	6,139.82	9,155.01	8,892.69
San Pedro, Los Angeles and Salt Lake Railroad	3,346.35	4,646.69	3,573.31	3,566.81	5,806.34	7,616.32
Silver Peak Railroad	566.58	537.98	6,909.61	8,150.44	963.84	847.65
Southern Pacific Company	9,179.76	8,421.15	5,273.31	5,425.82	15,363.83	14,492.31
Tonopah and Goldfield Railroad	5,460.77	5,708.31	7,753.11	8,775.11	7,187.00	7,142.00
Tonopah and Tidewater Railroad	1,803.10	1,334.35	2,390.80	1,552.52	2,330.82	1,755.18
Virginia and Truckee Railway	2,858.64	2,873.48	3,420.23	3,371.69	4,405.54	4,465.07
Western Pacific Railway						

GENERAL STATISTICS

Railroad	Operating revenue per train mile			Operating expenses per mile of road			Operating expenses per train mile		
	1910	1911	1912	1910	1911	1912	1910	1911	1912
Atchison, Topeka and Santa Fe Railway	\$2,52829	\$2,58433		\$7,500.37	\$7,506.12		\$1,63536		\$1,64158
Barnwell and Searchlight Railway	.67294	.62766		869.72	879.16		1.18624		1.40470
Bullfrog-Goldfield Railroad	1.73214	1.66294		1,866.02	1,591.18		1.78382		2.18631
Central Pacific Railway									
Eureka and Fallside Railway	1.74142			1,194.86			1.67347		
Goldfield Cons. M. and T. Co.				1,353.59			9,412.97		
Las Vegas and Tonopah Railroad	1.16843			1,632.85	926.76		1.48043		1.31676
Nevada and California Railway									
Nevada-California-Oregon Railway	3,06827	2,93781		1,198.01	1,320.54		1,51182		2,10840
Nevada Central Railroad	1,50316	1,64031		899.66	1,512.38		2,08978		1,64004
Nevada Copper Belt Railroad	1,08179	6,52006		445.55	1,180.19		2,09142		6,47199
Nevada Northern Railway	3,94353	3,72631		3,521.12	4,177.54		1,51673		1,75028
San Pedro, Los Angeles and Salt Lake Railroad	2,52229	2,29486		5,056.41	5,925.76		2,25800		1,77688
Silver Peak Railroad	1,50994	1,32444		830.15	782.73		1,31353		1,22302
Southern Pacific Company	3,31968	3,13994		8,547.08	8,332.43		1,84609		1,80297
Tonopah and Goldfield Railroad	5,07782	5,61190		5,328.66	5,077.71		3,76485		4,01127
Tonopah and Tidewater Railroad	2,23069	2,04217		1,541.03	1,283.50		1,47483		1,50510
Virginia and Truckee Railway	3,01066	2,57016		2,747.53	3,063.61		1,87773		1,77485
Western Pacific Railway									

GENERAL STATISTICS

Railroad	Average operating revenue or deficit per mile of road		Average number of passen- gers per car mile		Average number of passen- gers per train mile	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$4,159.50	\$4,310.74	15	15	61	58
Harnwell and Searchlight Railway	372.01	486.44	4	3	4	3
Bullfrog-Goldfield Railway	46.30	390.38	6	4	12	8
Central Pacific Railway						
Eureka and Palisade Railway	48.52		5		5	
Goldfield Cons. M. & T. Co.	1,527.78	10,960.57				
Las Vegas and Tonopah Railway	277.69	183.18	4	4	6	6
Nevada and California Railway						
Nevada-California-Oregon Railway	1,245.37	521.58	15	17	20	18
Nevada Central Railroad	302.41	394.52	5	5	5	6
Nevada Copper Belt Railway	209.72	29.23	6	3	6	3
Nevada Northern Railway	5,633.89	4,715.15	21	16	31	24
San Pedro, Los Angeles and Salt Lake Railroad	749.83	1,690.62	15	14	64	57
Silver Peak Railroad	123.11	17.26	5	5	5	4
Southern Pacific Company	6,816.77	6,159.88	18	16	80	69
Tonopah and Goldfield Railroad	1,853.34	2,064.29	11	11	27	28
Tonopah and Tidewater Railroad	789.79	461.59	6	4	12	8
Virginia and Truckee Railway						
Western Pacific Railway	1,658.01	1,381.75		15	22	20

Italic figures denote deficit.

GENERAL STATISTICS

Railroad	Average number of passenger cars per train mile		Average number of tons of freight per loaded car mile		Average number of tons of freight per train mile	
	1910	1911	1910	1911	1910	1911
Archison, Topeka and Santa Fe Railway	6.16	6.06	14.80	14.53	296.89	318.22
Barnwell and Searchlight Railway	1.00	1.00	5.06	7.06	7.34	7.24
Bullfrog-Goldfield Railroad	3.06	2.96	14.14	10.99	32.24	20.41
Central Pacific Railway						
Eureka and Fallside Railway	1.06		13.96		72.87	
Goldfield Cons. M. and T. Co.						
Las Vegas and Tonopah Railroad	1.65	1.61	13.09	17.14	31.02	22.42
Nevada and California Railway						
Nevada-California Railway	2.29	2.10	8.23	7.98	44.10	40.59
Nevada-Central Railroad	1.00	1.04	7.31	7.36	30.75	31.59
Nevada Copper Belt Railroad	2.44	1.00	22.12	8.36	14.46	25.04
Nevada Northern Railway	5.63	2.82	40.15	42.78	409.79	466.41
Shoshone, Los Angeles and Salt Lake Railroad	1.00	5.94	17.51	16.59	241.46	281.87
Silver Peak Railway	1.00	1.00	25.33	23.60	4.14	40.76
Southern Pacific Company	6.46	6.31	16.98	15.53	428.86	424.96
Tonopah and Goldfield Railroad	4.26	4.34	24.61	23.72	168.03	173.01
Tonopah and Tidewater Railroad	3.06	3.03	18.72	17.28	67.25	42.97
Virginia and Truckee Railway		2.15		17.84	72.33	72.26
Western Pacific Railway						

GENERAL STATISTICS

Railroad	Average number of freight cars per train mile		Average number of loaded cars per train mile		Average number of empty cars per train mile		Average mileage operated during year	
	1910	1911	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	29.53	31.06	20.87	21.90	7.73	8.21	7,459.03	7,545.51
Barnwell and Searchlight Railway	2.05	1.56	1.45	1.03	1.60	1.53	11.60	11.60
Bullfrog-Goldfield Railroad	4.14	3.03	2.28	1.86	1.48	1.06	83.01	83.01
Central Pacific Railway								
Eureka and Fallside Railway	9.81		5.22		4.58		88.00	
Goldfield Cons. M. & F. Co.							3.62	3.96
Las Vegas and Tonopah Railroad	3.63	2.01	2.37	1.31	1.25	.70	199.47	199.47
Nevada and California Railway								
Nevada-California-Oregon Railway	8.79	8.01	5.36	5.07	3.26	2.89	184.01	184.01
Nevada Central Railway	7.18	6.98	4.21	4.20	2.97	2.89	83.30	83.30
Nevada Copper Belt Railroad	4.00	5.35	2.61	3.03	1.82	1.92	13.30	20.23
Nevada Northern Railway	19.78	21.50	10.11	10.91	8.72	9.62	155.06	163.23
San Pedro, Los Angeles and Salt Lake Railroad	20.63	24.62	13.79	16.99	6.12	6.70	1,049.34	1,108.94
Silver Peak Railroad	2.85	3.06	1.63	1.73	1.21	1.33	17.51	17.50
Southern Pacific Company	36.28	36.61	25.25	25.70	10.06	9.95	6,062.47	6,177.07
Tonopah and Goldfield Railroad	11.37	12.40	6.83	7.80	3.75	4.29	109.81	110.47
Tonopah and Tidewater Railroad	5.68	3.63	3.59	2.49	1.66	1.98	180.81	180.85
Virginia and Truckee Railway		6.00		4.05		1.85	67.48	67.48
Western Pacific Railway								
Totals							15,788.55	15,965.48

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Grain		Flour		Other mill products	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	1,270,103	1,234,722	521,542	489,068	271,539	202,368
Barnwell and Searchlight Railway						
Butte-Frog-Goldfield Railway			60	260	150	645
Central Pacific Railway						
Eureka and Palisade Railway	353		132			
Goldfield Cons. M. & T. Co.	615	293	123	79	96	
Las Vegas and Tonopah Railroad						
Nevada and California Railway	1,099	767	176	215	1,040	474
Nevada-California-Oregon Railway	232	186	172	175		
Nevada Central Railroad	15	26	25	2		
Nevada Copper Belt Railroad	1,720	1,519	1,240	1,310	47	22
San Pedro, Los Angeles and Salt Lake Railroad	37,815	45,796	8,301	14,392	10,494	18,063
Silver Peak Railroad	73	62	65	50	51	6
Southern Pacific Company	533,311	806,450	96,427	100,766	205,380	247,534
Tonopah and Goldfield Railroad	1,665	1,671	1,075	931	437	772
Tonopah and Tidewater Railroad	46		162	289	380	
Virginia and Truckee Railway	1,221	1,353	477	385	407	36
Western Pacific Railway						
Totals	1,898,287	2,152,845	628,977	607,942	480,021	469,870

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Hay		Tobacco		Cotton	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe	414,517	355,409			310,138	32,813
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	26	9				
Central Pacific Railway	516					
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.	389	303				
Las Vegas and Tonopah Railroad						
Nevada and California Railway	1,840	1,421				
Nevada-California-Oregon Railway	182	238				
Nevada Central Railroad	8	26				
Nevada Copper Belt Railway	710	673				
Nevada Northern Railway	14,137	17,876	31	218		
San Pedro, Los Angeles and Salt Lake Railroad	27					
Silver Peak Railroad						
Southern Pacific Company	469,000	431,414				
Tonopah and Goldfield Railroad	3,832	3,384	3,313	9,131	17,888	22,665
Tonopah and Tidewater Railroad	724	273				
Virginia and Truckee Railway	6,376	5,236				
Western Pacific Railway						
Totals	912,283	816,262	3,344	9,349	322,026	55,478

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Fruit and vegetables			Other products of agriculture			Total products of agriculture		
	1910	1911		1910	1911		1910	1911	
Atchison, Topeka and Santa Fe Railway	1,117,965	1,067,902		116,670	189,013		4,022,464	3,681,285	
Barnwell and Seabright Railway									
Bullfrog-Goldfield Railway	333	1,043					569	1,967	
Central Pacific Railway									
Eureka and Palisade Railway	51						1,062		
Goldfield Cons. M. & T. Co.									
Las Vegas and Tonopah Railway	1,787				1,000		2,980	1,675	
Nevada and California Railway									
Nevada-California-Oregon Railway	594	691			339		4,749	3,907	
Nevada Central Railroad		14					596	613	
Nevada Copper Belt Railroad	1,433	3,046					1,481	3,102	
Nevada Northern Railway	1,133	959					4,850	4,483	
San Pedro, Los Angeles and Salt Lake Railroad	70,477	136,513		2,787	3,591		144,042	236,439	
Silver Peak Railroad		24			28		216	170	
Southern Pacific Company	1,794,583	1,877,286		80,331	89,165		3,249,233	3,584,401	
Tonopah and Goldfield Railroad	2,333	2,209					9,285	8,196	
Tonopah and Tidewater Railroad	488	1,128					1,856	2,462	
Virginia and Truckee Railway	269	556		196	16		8,945	7,592	
Western Pacific Railway									
Totals	2,991,396	3,091,373		199,964	283,162		7,452,268	7,486,271	

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Live stock		Dressed meats		Other packing-house products	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	1,083,547	999,823	65,144	57,378	69,262	59,499
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway	1,584		13			
Eureka and Palisade Railway	618	348				
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	22,972	16,711	64	32	104	183
Nevada and California Railway	4,270	3,735				
Nevada-California-Oregon Railway	56	4,215				
Nevada Central Railroad	2,147	31,980				
Nevada Copper Belt Railroad	27,566		79	122	45	54
Nevada Northern Railway					1,967	1,977
San Pedro, Los Angeles and Salt Lake Railroad						
Southern Pacific Company	444,392	413,242	24,335	23,753	41,323	35,025
Tonopah and Goldfield Railroad	1,231	599	981	671		258
Tonopah and Tidewater Railroad	1,153					
Virginia and Truckee Railway	5,420	7,953				
Western Pacific Railway						
Totals	1,573,899	1,478,571	90,596	81,982	112,681	96,961

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Poultry, game and fish		Hides and leather		Wool	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	39,918	10,655	11,551	10,680	14,605	15,667
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway						
Central Pacific Railway						
Eureka and Palisade Railway			9			
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railway						
Nevada and California Railway	18	20	127	129	882	1,017
Nevada-California-Oregon Railway					125	139
Nevada Central Railroad						62
Nevada Copper Belt Railroad			48	62	191	385
Nevada Northern Railway	1,103	1,771	1,618	1,718	4,536	5,578
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	28,314	25,131	20,357	18,327	13,845	16,733
Southern Pacific Company						
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway					196	407
Western Pacific Railway						
Totals	69,353	37,577	33,710	30,917	34,390	39,988

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Other products of animals		Total products of animals		Anthracite coal	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	119,358	168,771	1,383,375	1,322,473	33,837	30,737
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway			1,556			
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.			618	348		
Las Vegas and Tonopah Railroad						
Nevada and California Railway			24,572	18,207		
Nevada-California-Oregon Railway	395	145	4,864	3,874		
Nevada Central Railroad			66	278		
Nevada Copper Belt Railroad			2,431	4,586	964	1,166
Nevada Northern Railway			62,653	71,074	314	43
San Pedro, Los Angeles and Salt Lake Railroad	25,801	28,060				
Silver Peak Railroad		82	721,733	676,783	780	2,380
Southern Pacific Company	149,167	144,862	2,122	1,558		
Tonopah and Goldfield Railroad		70				
Tonopah and Tidewater Railroad			153			
Virginia and Truckee Railway			5,616	8,360		
Western Pacific Railway						
Totals	294,721	341,650	2,209,819	2,107,666	35,895	34,326

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Bituminous coal		Coke		Ores	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	2,510,919	2,341,302	345,434	223,937	430,446	379,636
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	5,196	980	72	119	6,803	2,901
Central Pacific Railway						
Eureka and Palisade Railway	1,019		2		45,671	
Goldfield Cons. M. & T. Co.					41,794	322,717
Las Vegas and Tonopah Railroad	1,849	4,974		24	914	1,751
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad	213	133				1
Nevada Copper Belt Railroad	1,540	2,521			50	750
Nevada Northern Railway	1,230	632				54
San Pedro, Los Angeles and Salt Lake Railroad	201,075	205,533	455	429	2,369,263	2,902,789
Silver Peak Railroad	112,732	196,566	2,525	63	300,338	364,664
Southern Pacific Company	402,851	329,423	169,966	119,302	530,160	418,110
Tonopah and Goldfield Railroad	11,973	9,343	585	718	277,972	317,596
Tonopah and Tidewater Railroad	5,680	1,136		120	15,416	11,706
Virginia and Truckee Railway	3,486	4,341	72	25	1,975	2,432
Western Pacific Railway						
Totals	3,280,531	3,068,138	519,137	847,410	4,071,277	4,725,123

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Stone, sand, etc.		Other products of mines		Total products of mines	
	1910	1911	1910	1911	1910	1911
Archison, Toiyoka and Santa Fe Railway	1,446,163	1,221,001	982,272	1,134,533	5,695,071	5,331,186
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad	128	506	1,263	2,172	13,461	6,628
Central Pacific Railway						
Eureka and Fallon Railway			19		46,711	
Goldfield Cons. M. & T. Co.					41,784	322,717
Las Vegas and Tonopah Railroad	98	21		15	2,861	6,785
Nevada and Tonopah Railway						
Nevada-California Railway	373	233	459	383	1,045	750
Nevada Central Railroad					1,590	3,271
Nevada Copper Belt Railroad	33,549	48,044	30,422	33,732	1,590	736
Nevada Northern Railway	549,452	533,237	60,163	116,162	2,635,828	3,191,423
San Pedro, Los Angeles and Salt Lake Railroad					1,015,544	1,212,345
Silver Peak Railroad					1,015,544	1,212,345
Southern Pacific Company					870	601
Tonopah and Goldfield Railroad	1,804,579	2,858,889	2,223,689	1,687,114	5,183,340	5,415,223
Tonopah and Tidewater Railroad	15	704		127	290,550	328,495
Virginia and Truckee Railroad	128	502	29,144	24,616	60,440	38,130
Western Pacific Railway	106	720	39,150	39,973	44,727	47,491
Totals	3,834,691	4,663,857	3,356,531	3,038,827	15,024,112	15,905,731

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Lumber		Other forest products		Total forest products	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railroad	1,672,850	915,780	690,932	637,490	2,363,782	1,553,270
Barnwell and Searchlight Railroad	4,401	954			4,401	954
Bullfrog-Goldfield Railroad	3,037				3,037	
Central Pacific Railroad						
Eureka and Palisade Railroad						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	2,363	1,423	798	776	3,161	2,199
Nevada and California Railway	10,376	4,453	2,142	2,046	12,518	6,504
Nevada-California-Oregon Railway	629	886	190	216	819	1,102
Nevada Central Railroad	5,062	1,874		313	5,062	2,192
Nevada Copper Belt Railroad	17,983	10,916			17,065	10,016
Nevada Northern Railway	346,499	410,972	2,122	1,755	349,017	412,137
San Pedro, Los Angeles and Salt Lake Railroad				1,184		1,184
Shore Pacific Company	2,874,170	2,775,016	355,423	380,843	3,229,593	3,155,859
Southern Pacific Company	13,546	15,874	79	343	13,625	16,220
Tonopah and Goldfield Railroad	5,105	1,472		80	5,185	1,552
Tonopah and Tidewater Railroad	7,387	9,393	13,359	9,286	20,746	18,679
Virginia and Truckee Railroad						
Western Pacific Railway						
Totals	4,963,309	4,147,721	1,065,216	1,033,277	6,028,525	5,180,998

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Stone, sand, etc.		Other products of mines		Total products of mines	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	1,446,163	1,221,001	982,272	1,134,533	5,695,071	5,331,136
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	126	506	1,263	2,172	13,461	6,628
Central Pacific Railway						
Eureka and Palisade Railway			19		46,711	
Goldfield Cons. M. & T. Co.	96	21		15	41,794	322,717
Las Vegas and Tonopah Railway					2,861	6,785
Nevada and California Railway	373	233	459	383	1,045	750
Nevada-California-Oregon Railway					1,590	3,271
Nevada Central Railroad					290	736
Nevada Copper Belt Railroad	33,549	48,044	30,422	33,732	2,635,828	3,191,423
San Pedro, Los Angeles and Salt Lake Railroad	549,452	533,237	50,163	116,162	1,015,544	1,212,345
Silver Peak Railroad	1,804,579	2,858,889	2,223,689	1,687,114	870	601
Southern Pacific Company	15	704		127	5,183,340	5,415,223
Tonopah and Goldfield Railroad	128	502	29,144	24,616	290,550	328,496
Tonopah and Tidewater Railroad					50,440	38,130
Virginia and Truckee Railway	106	720	39,150	39,973	44,727	47,491
Western Pacific Railway						
Totals	3,834,691	4,663,857	3,356,581	3,038,827	15,024,112	15,905,731

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Lumber		Other forest products		Total forest products	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	1,672,850	915,780	680,932	637,480	2,353,782	1,553,270
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	4,401	964			4,401	964
Central Pacific Railway						
Eureka and Palisade Railway	3,037				3,037	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	2,363	1,423	798	776	3,161	2,199
Nevada and California Railway						
Nevada-California-Oregon Railway	10,376	4,458	2,142	2,046	12,518	6,504
Nevada Central Railroad	629	886	190	216	819	1,102
Nevada Copper Belt Railroad	5,062	1,874		318	5,062	2,192
Nevada Northern Railway	17,065	10,016			17,065	10,016
San Pedro, Los Angeles and Salt Lake Railroad	346,889	410,372	2,128	1,785	349,017	412,157
Silver Peak Railroad	429	203	165	138	594	341
Southern Pacific Company	2,874,170	2,775,016	356,423	380,844	3,229,593	3,155,860
Tonopah and Goldfield Railroad	13,546	15,874		348	13,546	16,222
Tonopah and Tidewater Railroad	6,106	1,472	79	30	6,184	1,502
Virginia and Truckee Railway	7,367	9,393	13,359	9,286	20,746	18,679
Western Pacific Railway						
Totals	4,963,309	4,147,721	1,065,216	1,033,277	6,028,525	5,180,966

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Petroleum and other oils			Sugar			Naval stores		
	1910	1911	1912	1910	1911	1912	1910	1911	1912
Atchison, Topeka and Santa Fe Railway	290,403	312,443		127,819	90,956				
Barnwell and Searchlight Railway									
Bullfrog-Goldfield Railway	391	240		17	17				
Central Pacific Railway	145			32					
Eureka and Palisade Railway									
Goldfield Cons. M. & T. Co.	3,235	5,182		51	18				
Las Vegas and Tonopah Railway									
Nevada and California Railway	601	753		608	700				
Nevada-California-Oregon Railway	126	137		65	67				
Nevada Central Railroad		38			2				41
Nevada Northern Railway	1,226	12,211		278	293				
San Pedro, Los Angeles and Salt Lake Railroad	19,627	24,290		18,125	25,189				16
Silver Peak Railroad	88	78		21	25				
Southern Pacific Company	172,763	193,808		234,934	269,874		186		122
Tonopah and Goldfield Railroad	4,842	5,452		454	484				
Tonopah and Tidewater Railroad	492	337		17	17				
Virginia and Truckee Railway	6,531	7,018		216	276				
Western Pacific Railway									
Totals	500,470	561,977		382,637	387,918		186		179

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Iron, pig and bloom		Iron and steel rails		Other castings and machinery	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	44,390	26,588	61,176	67,940	353,419	289,672
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway				100	960	361
Central Pacific Railway			15		118	
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.			30		306	255
Las Vegas and Tonopah Railroad						
Nevada and California Railway	1,117		1,439	1,681	420	655
Nevada-Central Railway			30		102	225
Nevada Copper Belt Railroad	15	72		31	12	178
Nevada Northern Railway	423	544	2,041	1,280	3,770	1,039
San Pedro, Los Angeles and Salt Lake Railroad	6,187	6,465	5,365	37,533	38,310	36,914
Silver Peak Railroad	133		51	53	134	274
Southern Pacific Company	57,263	46,425	138,412	83,390	460,558	398,836
Tonopah and Goldfield Railroad	186		763	402	1,676	1,709
Tonopah and Tidewater Railroad			1,361	124	1,068	415
Virginia and Truckee Railway			42	18	1,259	748
Western Pacific Railway						
Totals	110,264	80,092	210,780	192,552	862,162	741,281

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Bar and sheet metal		Cement, brick and lime		Agricultural implements	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway.....	138,529	102,915	1,376,343	1,267,812	65,658	58,592
Barnwell and Seawright Railway.....						
Burlington Railroad.....	76		1,442	1,718		
Central Pacific Railway.....	18		43		4	
Eureka and Palmdale Railway.....						
Goldfield Cons. M. & T. Co. Railway.....						
Las Vegas and Tonopah Railroad.....						
Nevada-California-Oregon Railway.....	137	141	515	226		
Nevada Central Railroad.....			561	1,234	391	310
Nevada Copper Belt Railroad.....			24	188	30	16
Nevada Northern Railway.....	452	273	6,523	10,562	14	
San Pedro, Los Angeles and Salt Lake Railroad.....	12,088	17,562	129,880	156,720	973	948
Silver Peak Railroad.....		41	230	415		
Southern Pacific Company.....	110,028	93,441	1,234,944	1,362,847	19,512	19,897
Tonopah and Goldfield Railroad.....	184	197	2,400	3,129		
Tonopah and Tidewater Railroad.....	77	96	1,482	1,690		
Virginia and Truckee Railway.....	284	124	1,330	1,213	10	75
Western Pacific Railway.....						
Totals.....	261,873	214,790	2,755,717	2,807,823	86,592	79,840

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Wagons, carriages, tools, etc.		Wines, liquors and beers		Household goods and furniture	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	44,979	43,837	113,473	108,191	163,081	129,472
Bartwell and Searchlight Railway		22	539	443	30	58
Burlingame and Goldfield Railway						
Central Pacific Railway	8		142			
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.			710	711	10	15
Las Vegas and Tonopah Railroad						
Nevada and California Railway	211	358	965	764	419	567
Nevada-California-Oregon-Railway			80	97		
Nevada Central Railroad			27	10	10	75
Nevada Copper Belt Railroad			2,096	1,328	142	10
Nevada Northern Railway		179	8,939	11,704	4,143	7,502
San Pedro, Los Angeles and Salt Lake Railroad	2,234	4,402	64	96	23	15
Silver Peak Railroad		2				
Southern Pacific Company	22,619	18,845	252,108	259,096	45,966	37,613
Tonopah and Goldfield Railroad	25	104	1,576	1,431	111	25
Tonopah and Tidewater Railroad	27	22	554	443	60	68
Virginia and Truckee Railway	31	90	147	257	49	100
Western Pacific Railway						
Totals	70,134	67,961	381,429	384,550	214,034	176,530

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Other manufactures		Total manufactures		Merchandise	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	781,767	693,875	3,561,637	3,202,291	1,348,447	1,172,963
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railway	2,412	2,546	5,967	5,506	2,108	1,842
Central Pacific Railway						
Eureka and Palisade Railway	22		547		657	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	1,001	15	5,958	6,407	1,593	1,655
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad	129	1,337	7,108	8,500	4,162	3,329
Nevada Northern Railway						
Nevada Copper Belt Railroad			467	715	1,086	1,215
San Pedro, Los Angeles and Salt Lake Railroad	10		78	627	1,800	1,925
Silver Peak Railroad	36,257	38,580	16,960	27,719	8,924	8,653
Southern Pacific Company			282,128	367,825	76,251	96,017
Topopah and Goldfield Railroad	492,914	480,094	1,000	3,284,218	682	218
Topopah and Prater Railroad			3,242,207	15,604	1,591,258	1,683,972
Virginia and Truckee Railroad	2,690	2,861	12,512	6,988	8,805	8,976
Western Pacific Railway	6,286	6,788	7,513	15,762	3,832	2,702
			16,156		10,877	10,339
Totals	1,323,498	1,227,747	7,159,828	6,922,111	3,060,502	2,973,806

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Miscellaneous			Total tonnage—Entire line		
	1910	1911		1910	1911	
Atchison, Topeka and Santa Fe Railway	1,073,840	175,987		19,438,580		16,389,385
Barnwell and Seabright Railway						
Bullfrog-Goldfield Railroad	244	176		26,650		17,062
Central Pacific Railroad	41			53,601		
Eureka and Palisade Railway				41,794		322,717
Goldfield Cons. M. & T. Co.	578	1,518		17,829		20,587
Las Vegas and Tonopah Railroad						
Nevada and California Railway	553	827		54,707		42,024
Nevada-California-Oregon Railway	246	401		9,035		11,191
Nevada Copper Belt Railroad		38		8,757		8,868
Nevada Northern Railway	11,890	13,916		2,697,938		3,260,796
San Pedro, Los Angeles and Salt Lake Railroad	25,712	40,206		1,955,347		2,436,053
Silver Peak Railroad	289	285		3,395		2,690
Southern Pacific Company	460,441	422,343		17,877,805		18,182,810
Tonopah and Goldfield Railroad	7,809	3,167		344,359		382,257
Tonopah and Tidewater Railroad	6,277	6,263		75,585		57,057
Virginia and Truckee Railway	508	1,180		107,614		109,313
Western Pacific Railway						
Totals	1,588,432	696,267		42,562,806		41,242,880

TAXES ON REAL AND PERSONAL PROPERTY OF RAILROADS OPERATING IN NEVADA, CALIFORNIA,
UTAH, AND OREGON
COVERING PROPERTY USED IN OPERATION ONLY

Railroad	Nevada			California			Utah			Oregon		
	1910	1911	1912	1910	1911	1912	1910	1911	1912	1910	1911	1912
Atchison, Topeka and Santa Fe Railway	\$1,103.52	\$1,051.85		\$600,974.17	\$629,427.20		\$3.89	\$3.91				\$6.16
Barnwell and Searchlight Railway	14,925.20	10,962.38										
Bullfrog-Goldfield Railway	294,779.45	350,679.31										
Central Pacific Railway	4,347.27			734,711.75	646,457.72		123,809.86	123,406.82		\$1,548.80		5,046.74
Eureka and Palisade Railway	890.18	4,921.08										
Goldfield Cons. M. & T. Co.	30,529.53	23,699.75										
Las Vegas and Tonopah Railroad	98,477.76	52,272.56		11,987.39	17,082.29							
Nevada and California Railway	1,959.96	3,397.39		11,934.64	17,142.91							
Nevada-California-Oregon Railway	4,372.75	4,207.50										
Nevada Central Railroad	586.00	1,094.64										
Nevada Copper Belt Railroad	36,969.97	43,523.09										
Nevada Northern Railway	65,954.12	67,404.81		92,595.26	89,612.77		126,566.69	130,273.56				
San Pedro, Los Angeles and Salt Lake Railroad	1,199.93	853.80										
Silver Peak Railroad												
Southern Pacific Company				96,937.72	364.80							
Tonopah and Goldfield Railroad	34,453.74	27,682.25										
Tonopah and Tidewater Railroad	5,234.84	5,066.43		12,715.96	14,225.44					287.68		
Virginia and Truckee Railway	16,763.02	19,488.45										
Western Pacific Railway												
Totals	\$612,477.24	\$616,265.29		\$1,561,857.87	\$1,414,319.71		\$250,380.44	\$253,684.29		\$1,261.12		\$5,062.89

Italic figures denote taxes refunded.

TOTAL TAXES PAID IN VARIOUS STATES

Railroad	Nevada		California		Utah	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$1,103.52	\$1,051.85	\$509,570.79	\$539,790.46	\$3.89	\$3.91
Barnwell and Sunnyside Railway	14,925.20	10,962.33				
Bullfrog-Goldfield Railway	355,095.66	417,584.36	863,345.24	777,910.90	129,369.70	129,272.14
Central Pacific Railway	4,847.27				50.00	
Eureka and Palisade Railway	820.18	4,921.08				
Goldfield Cons. M. & T. Co.	30,529.53	23,729.75				
Las Vegas and Tonopah Railway	98,477.76	52,272.56	12,237.39	50.00		218.22
Nevada and California Railway	2,263.96	3,397.39	12,134.64	17,342.91		
Nevada-California-Oregon Railway	4,372.75	4,207.50				
Nevada Central Railroad	586.00	1,094.64				
Nevada Copper Belt Railway	36,969.67	58,908.36				
Nevada Northern Railway	65,954.12	67,404.81	98,875.26	91,012.77	126,666.69	130,323.56
San Pedro, Los Angeles and Salt Lake Railroad	1,199.83	67,833.80				
Silver Peak Railroad			97,187.72	113,741.87		
Southern Pacific Company	34,453.74	27,662.25	.98	.86		
Tonopah and Goldfield Railroad	5,234.84	5,066.43	12,815.96	14,325.44		
Tonopah and Tidewater Railroad	17,506.49	19,488.45				
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$673,839.62	\$698,585.61	\$1,701,167.98	\$1,671,507.50	\$256,090.28	\$259,817.83

TOTAL TAXES PAID IN VARIOUS STATES

Railroad	Oregon		Various		Total taxes paid	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway		\$6.15	\$2,889,157.84	\$2,255,143.46	\$3,449,586.04	\$2,925,996.53
Barnwell and Seacablight Railway					14,925.20	10,962.38
Bullfrog-Goldfield Railway					1,414,864.76	1,398,634.14
Central Pacific Railway	\$1,752.80	5,246.74	65,301.36	68,620.00	4,397.27	
Eureka and Palisade Railway				22,163.25	820.18	27,064.33
Goldfield Cons. M. & T. Co.					30,629.53	23,997.97
Las Vegas and Tonopah Railroad			770.60	1,803.60	111,485.76	71,408.45
Nevada and California Railway			2,253.43	1,118.68	16,652.03	21,853.98
Nevada-California-Oregon-Railway					4,372.75	4,207.50
Nevada Central Railroad				50.00	586.00	1,144.64
Nevada Copper Belt Railroad					36,969.97	68,908.36
Nevada Northern Railway			5,962.82		292,458.89	288,741.14
San Pedro, Los Angeles and Salt Lake Railroad					1,199.93	833.80
Silver Peak Railroad					131,920.17	182,044.41
Southern Pacific Company		287.68	35,020.13	68,302.54	36,234.34	29,283.11
Tonopah and Goldfield Railroad				1,620.00	19,060.80	21,838.68
Tonopah and Tidewater Railroad			1,000.00	2,446.31	17,505.49	20,230.92
Virginia and Truckee Railway				742.47		
Western Pacific Railway						
Totals	\$1,752.80	\$4,965.21	\$2,951,212.81	\$2,451,973.11	\$5,583,809.10	\$5,087,174.64

Italic figures denote taxes refunded.

TAXES PAID IN VARIOUS STATES

Railroad and State	1910	1911	Railroad and State	1910	1911
ATCHISON, TOPEKA AND SANTA FE RAILWAY—			NEVADA-CALIFORNIA-OREGON RAILWAY—		
Illinois.....	\$175,157.68	\$181,716.89	United States Government.....	\$2,253.43	\$1,118.68
Iowa.....	14,893.67	17,218.63	NEVADA COPPER BELT RAILROAD—		
Missouri.....	92,854.87	98,038.06	United States Government.....		\$50.00
Kansas.....	1,086,631.72	970,170.94			
Oklahoma.....	896,669.21	896,890.29	SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD—		
Nebraska.....	238.29	232.65	Illinois.....	\$15.04	
Nebraska.....	176,321.10	193,715.83	Colorado.....	8.73	
Norfolk.....	301,325.45	202,157.94	General.....	5,989.03	
New Mexico.....	9,427.80	72,509.01	SOUTHERN PACIFIC COMPANY—		
Texas.....	76,171.68	72,509.01	Arizona.....	\$10,787.35	
Arizona.....	171.06	171.43	California.....	24,282.77	\$49,337.78
New York.....	5.35	2.85	Kentucky.....		1,757.90
Georgia.....	2.84	14.89	New York.....		23,156.86
Ohio.....	14.56		United States Government.....		
Canada.....	309,852.37	208,984.80	TONOPAH AND GOLDFIELD RAILROAD—		
United States Government.....			Pennsylvania.....	\$1,779.62	\$1,620.00
CENTRAL PACIFIC RAILWAY—			TONOPAH AND TIDEWATER RAILROAD—		
Idaho.....	\$32.99	\$37.70	New Jersey.....	\$1,000.00	\$1,000.00
United States Government.....	65,268.37	68,582.30	United States Government.....		1,446.81
GOLDFIELD CONSOLIDATED M. & T. Co.—			VIRGINIA AND TRUCKEE RAILWAY—		
United States Government.....		\$22,163.25	United States Government.....		\$742.47
NEVADA AND CALIFORNIA RAILWAY—					
United States Government.....	\$770.60	\$1,903.60			

CONSUMPTION OF FUEL BY LOCOMOTIVES

Railroad	Coal—Tons		Wood—Cords		Fuel oil—Gallons		Total fuel consumed—Tons		Average cost at distribution point	
	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911
Alchison, Topeka and Santa Fe Railway										
Barwell and Searchlight Railway					74,750	53,577	499	346	\$2.16 ton	\$1.99 ton
Bullfrog-Goldfield Railroad					559,438	489,982	4,475	3,520	3.57 ton	3.24 ton
Central Pacific Railway										
Eureka and Palisade Railway							4,179		4.88 ton	
Goldfield Cons. M. & T. Co.	4,179				20,684	140,876	80	546	.0560 gal.	.0495 gal.
Las Vegas and Tonopah Railroad					959,127	986,608	5,709	5,575	5.988 ton	4.908 ton
Nevada and California Railway										
Nevada-California-Oregon Railway					968,062	130,673	5,852	483	.05872 gal.	.0900 gal.
Nevada Central Railroad	899	788			*1,300	1,810	904	794	6.50 ton	(c)
Nevada Copper Belt Railroad					*31,260	108,079	12	417		
Nevada Northern Railway	29,152	31,058					29,152	31,058	5.15 ton	5.15 ton
San Pedro, Los Angeles and Salt Lake Railroad	77,796	96,526			25,646,694	48,170,081	230,454	374,282	2.98 ton	2.8046 ton
Silver Peak Railroad	61	89					61		14.00 ton	14.55 ton
Southern Pacific Company	310,416	198,513	329	163	399,366,196	397,329,114	2,687,166	2,563,646	6.228 ton	2.44 ton
Tonopah and Goldfield Railroad	308				2,118,616	2,323,364	15,401	15,822	6.228 ton	.0879 gal.
Tonopah and Tidewater Railroad					320,631	2,336,368	2,865	1,880	3.56 ton	3.26 ton
Virginia and Truckee Railroad					468,282	b634,326	4,629	4,970		(c)
Western Pacific Railway	447	398	1,660	137						
Totals	423,258	327,342	1,989	300	430,551,029	450,507,368	2,991,138	3,003,420		

*Gasoline. b Gasoline, 7.110 gallons. c Coal, \$6.25 per ton; gasoline, 30 cents per gallon. d Wood, \$6.52 per cord; coal, \$8.75 per ton; fuel oil, \$1.63 per barrel of 42 gallons; gasoline, \$10.07 per barrel of 42 gallons.

OFFICERS OF RAILROAD COMPANIES OPERATING IN NEVADA

Atchison, Topeka and Santa Fe Railway Company

Directors—H. Rieman Duval, New York, N. Y.; Thomas P. Fowler, New York, N. Y.; Walker D. Hines, New York, N. Y.; Charles S. Gleed, Topeka, Kans.; Edward J. Berwind, New York, N. Y.; John G. McCullough, Vermont; Henry C. Frick, Pittsburg, Pa.; Andrew C. Jobes, Wichita, Kan.; Benjamin P. Cheney, Boston, Mass.; Augustus D. Juilliard, New York, N. Y.; T. DeWitt Cuyler, Philadelphia, Pa.; Edward P. Ripley, Chicago, Ill.; Byron L. Smith, Chicago, Ill.; Charles Steele, New York, N. Y.; Howel Jones, Topeka, Kans.

Principal Officers—President, E. P. Ripley, Chicago, Ill.; Vice-President, W. B. Storey, Jr., Chicago, Ill.; Vice-President, G. T. Nicholson, Chicago, Ill.; Vice-President, W. E. Hodges, Chicago, Ill.; Secretary and Treasurer, E. L. Copeland, Topeka, Kans.; Assistant Secretary and Treasurer, G. Holterhoff, Jr., Los Angeles, Cal.; General Counsel, Walter D. Hines, New York, N. Y.; Comptroller, D. L. Gallup, New York, N. Y.; Deputy Comptroller, A. E. Waterhouse, New York, N. Y.; General Auditor, W. E. Bailey, Chicago, Ill.; Assistant General Auditor, J. E. Baxter, Chicago, Ill.; Assistant General Auditor, A. L. Conrad, Chicago, Ill.; General Manager Eastern Lines, C. W. Kouns, Topeka, Kans.; General Manager Western Lines, F. C. Fox, Amarillo, Tex.; General Manager Coast Lines, A. G. Wells, Los Angeles, Cal.; Chief Engineer(System), C. A. Morse, Topeka, Kans.; General Superintendent, R. J. Parker, Topeka, Kans.; General Superintendent, E. Raymond, Newton, Kans.; General Superintendent, J. M. Kurn, La Junta, Colo.; General Superintendent, G. C. Starkweather, Amarillo, Tex.; General Superintendent, I. L. Hibbard, Los Angeles, Cal.; Freight Traffic Manager, F. B. Houghton, Chicago, Ill.; Passenger Traffic Manager, W. J. Black, Chicago, Ill.; General Freight Agent, J. R. Koontz, Topeka, Kans.; General Freight Agent, W. G. Barnwell, Los Angeles, Cal.; General Passenger Agent, J. M. Connell, Topeka, Kans.; Land Commissioner, Howel Jones, Topeka, Kans.

Barnwell and Searchlight Railway Company

Officers same as Atchison, Topeka and Santa Fe Railway Company.

Bullfrog-Goldfield Railroad Company

Directors—C. B. Zabriskie, New York, N. Y.; W. Hinkle Smith, Philadelphia, Pa.; Henry W. Biddle, Philadelphia, Pa.; Rudolph Ellis, Philadelphia, Pa.; Clinton A. Higbee, Philadelphia, Pa.; DeWitt Van Buskirk, Bayonne, N. J.; John S. Cook, Goldfield, Nevada.

Principal Officers—President, C. B. Zabriskie, New York, N. Y.; Vice-President, W. Hinkle Smith, Philadelphia, Pa.; Secretary and Treasurer, Clyde A. Heller, Philadelphia, Pa.; Auditor, B. W. Fernald, Oakland, Cal.; General Superintendent, John Ryan, Stagg, Cal.; Traffic Manager, W. R. Alberger, Oakland, Cal.; General Freight and Passenger Agent, F. M. Jenifer, Oakland, Cal.

Central Pacific Railway Company

Directors—W. H. Bancroft, Salt Lake City, Utah; E. E. Calvin, San Francisco, Cal.; William F. Herrin, San Francisco, Cal.; William Hood, San Francisco, Cal.; H. J. Jenkins, San Francisco, Cal.; R. S. Lovett, New York, N. Y.; E. O. McCormick, San Francisco, Cal.; C. H. Redington, San Francisco, Cal.; W. R. Scott, San Francisco, Cal.

Principal Officers—President, R. S. Lovett, New York, N. Y.; Vice-President, William F. Herrin, San Francisco, Cal.; Vice-President, E. E. Calvin, San Fran-

cisco, Cal.; Vice-President, E. O. McCormick, San Francisco, Cal.; Second Vice-President, William Mahl, New York, N. Y.; Third Vice-President, C. H. Redington, San Francisco, Cal.; Secretary, G. L. King, San Francisco, Cal.; Treasurer, A. K. Van Deventer, New York, N. Y.; Chief Counsel, William F. Herrin, San Francisco, Cal.; Comptroller, William Mahl, New York, N. Y.; Auditor, A. D. McDonald, San Francisco, Cal.; Chief Engineer, William Hood, San Francisco, Cal.; Land Commissioner, B. A. McAllaster, San Francisco, Cal.

Eureka and Palisade Railway Company

No report, account not in operation during year ending June 30, 1911.

Goldfield Consolidated Milling and Transportation Company

Directors—George Wingfield, Reno, Nevada; J. D. Hubbard, Chicago, Ill.; J. H. Mackenzie, San Francisco, Cal.; J. H. Carstairs, Philadelphia, Pa.; W. C. Ralston, San Francisco, Cal.; A. H. Howe, Goldfield, Nevada.

Principal Officers—President, George Wingfield, Reno, Nevada; Second Vice-President, F. W. Prosser, Goldfield, Nevada; Secretary and Treasurer, A. H. Howe, Goldfield, Nevada; General Counsel, Henry M. Hoyte, Goldfield, Nevada; General Superintendent, J. F. Thorn, Goldfield, Nevada; General Freight Agent, R. J. Davey, Goldfield, Nevada.

Las Vegas and Tonopah Railroad Company

Directors—W. A. Clark, Butte, Mont.; J. Ross Clark, Los Angeles, Cal.; David Keith, Salt Lake City, Utah; W. A. Clark, Jr., Los Angeles, Cal.; C. O. Whittemore, Los Angeles, Cal.; Walter M. Clark, Los Angeles, Cal.; W. H. Comstock, Los Angeles, Cal.

Principal Officers—President, J. Ross Clark, Los Angeles, Cal.; Vice-President, C. O. Whittemore, Los Angeles, Cal.; Secretary, W. H. Comstock, Los Angeles, Cal.; Treasurer, W. H. Comstock, Los Angeles, Cal.; General Counsel, C. O. Whittemore, Los Angeles, Cal.; Auditor, J. Q. Goss, Los Angeles, Cal.; Chief Engineer, Arthur Maguire, Los Angeles, Cal.; Superintendent, F. M. Grace, Las Vegas, Nevada; Traffic Manager, C. H. Redmond, Goldfield, Nevada.

Nevada and California Railway Company

Directors—E. E. Calvin, San Francisco, Cal.; William F. Herrin, San Francisco, Cal.; E. O. McCormick, San Francisco, Cal.; W. R. Scott, San Francisco, Cal.; Guy V. Shoup, San Francisco, Cal.

Principal Officers—President, E. E. Calvin, San Francisco, Cal.; Vice-President, William Hood, San Francisco, Cal.; Secretary, G. L. King, San Francisco, Cal.; Treasurer, C. H. Redington, San Francisco, Cal.; Auditor, A. D. McDonald, San Francisco, Cal.

Nevada-California-Oregon Railway Company

Directors—D. Comyn Moran, New York, N. Y.; A. D. Moran, New York, N. Y.; T. F. Dunaway, Reno, Nevada; W. H. O'Neil, Reno, Nevada; A. H. Manning, Reno, Nevada.

Principal Officers—President, D. Comyn Moran, New York, N. Y.; Vice-President, T. F. Dunaway, Reno, Nevada; Secretary, Geo. G. Montgomery, Reno, Nevada; Treasurer, A. D. Moran, New York, N. Y.; General Counsel, H. J. Barry, Reno, Nevada; Acting Auditor, Geo. G. Montgomery, Reno, Nevada; Assistant Secretary, Chas. Moran, New York, N. Y.; General Manager, T. F. Dunaway, Reno, Nevada; Chief Engineer, Geo. S. Oliver, Reno, Nevada; Superintendent, W. A. Dunaway, Reno, Nevada; Traffic Manager, H. V. McNamara, Reno, Nevada.

The Nevada Central Railroad Company

Directors—J. G. Phelps Stokes, New York, N. Y.; I. N. Phelps Stokes, New York, N. Y.; Timothy Davenport, New York, N. Y.; James W. McCullach, New

232 REPORT OF THE RAILROAD COMMISSION OF NEVADA

York, N. Y.; Daniel J. Shea, Austin, Nevada; Henry W. Dyer, Austin, Nevada; John M. Hiskey, Austin, Nevada.

Principal Officers—President, J. G. Phelps Stokes, New York, N. Y.; First Vice-President, Timothy Davenport, New York, N. Y.; Secretary and Treasurer, J. M. Hiskey, Austin, Nevada; Auditor, J. M. Hiskey, Austin, Nevada; Assistant Auditor, H. W. Dyer, Austin, Nevada; Assistant Treasurer, James W. McCullach, New York, N. Y.; General Manager, James W. McCullach, New York, N. Y.; General Superintendent, J. M. Hiskey, Austin, Nevada.

Nevada Copper Belt Railroad Company

Directors—W. C. Orem, Salt Lake City, Utah; J. G. Berryhill, Des Moines, Iowa; D. MacVichie, Salt Lake City, Utah; J. J. Corum, Salt Lake City, Utah; T. W. Boyer, Salt Lake City, Utah; W. V. Rice, Salt Lake City, Utah; F. M. Orem, Salt Lake City, Utah.

Principal Officers—President, W. C. Orem, Salt Lake City, Utah; First Vice-President, D. MacVichie, Salt Lake City, Utah; Second Vice-President, J. G. Berryhill, Des Moines, Iowa; Secretary and Treasurer, F. M. Orem, Salt Lake City, Utah; Auditor, F. J. Sullivan, Salt Lake City, Utah; Traffic Manager and Superintendent, G. M. Fraser, Mason, Nevada.

Nevada Northern Railway Company

Directors—Daniel Guggenheim, New York, N. Y.; Silas W. Eccles, New York, N. Y.; F. W. Hills, New York, N. Y.; D. C. Jackling, Salt Lake City, Utah; Murray Guggenheim, New York, N. Y.; Chas. M. MacNeill, Colorado Springs, Colo.; Chas. Hayden, Boston, Mass.; William E. Bennett, New York, N. Y.; W. Hinkle Smith, Philadelphia, Pa.

Principal Officers—Chairman of the Board, Daniel Guggenheim, New York, N. Y.; President, S. W. Eccles, New York, N. Y.; First Vice-President, D. C. Jackling, Salt Lake City, Utah; Second Vice-President, W. E. Bennett, New York, N. Y.; Secretary, W. E. Bennett, New York, N. Y.; Treasurer, C. K. Lipman, New York, N. Y.; General Solicitor, C. H. Lindley, San Francisco, Cal.; Comptroller, F. W. Hills, New York, N. Y.; Auditor, R. S. Durkee, East Ely, Nevada; General Manager and Vice-President, L. G. Cannon, East Ely, Nevada; General Superintendent, T. J. Duddleson, East Ely, Nevada; Traffic Manager and Vice-President, T. M. Schumacher, New York, N. Y.

San Pedro, Los Angeles and Salt Lake Railroad Company

Directors—W. A. Clark, Butte, Mont.; R. S. Lovett, New York, N. Y.; William Mahl, New York, N. Y.; R. C. Kerens, St. Louis, Mo.; Thomas Kearns, Salt Lake City, Utah; W. H. Bancroft, Salt Lake City, Utah; J. Ross Clark, Los Angeles, Cal.; J. F. Sartori, Los Angeles, Cal.; H. I. Bettis, Los Angeles, Cal.; W. G. Kerckhoff, Los Angeles, Cal.; T. F. Miller, Los Angeles, Cal.; W. H. Comstock, Los Angeles, Cal.

Principal Officers—President, W. A. Clark, New York, N. Y.; First Vice-President, W. H. Bancroft, Salt Lake City, Utah; Second Vice-President, J. Ross Clark, Los Angeles, Cal.; Secretary, W. H. Comstock, Los Angeles, Cal.; Treasurer, W. H. Leete, Los Angeles, Cal.; General Counsel, A. S. Halsted, Los Angeles, Cal.; Auditor, H. I. Bettis, Los Angeles, Cal.; General Manager, R. E. Wells, Los Angeles, Cal.; Chief Engineer, E. G. Tilton, Los Angeles, Cal.; Traffic Manager, F. A. Wann, Los Angeles, Cal.; General Freight Agent, T. M. Sloan, Los Angeles, Cal.; General Passenger Agent, T. C. Peck, Los Angeles, Cal.

Silver Peak Railroad Company

Directors—Geo. T. Oliver, Pittsburg, Pa.; William Flinn, Pittsburg, Pa.; Edmund Jussen, Blair, Nevada; R. A. Lennon, Blair, Nevada; S. H. Fine, Blair, Nevada.

Principal Officers—President, Geo. T. Oliver, Pittsburg, Pa.; First Vice-President, Edmund Jussen, Blair, Nevada; Secretary and Treasurer, R. A. Lennon, Blair, Nevada; General Solicitor, R. A. Lennon, Blair, Nevada; General Counsel, Bartlett & Thatcher, Tonopah, Nevada; Auditor, W. C. Leach, Blair, Nevada; General Manager, Edmund Jussen, Blair, Nevada; General Freight and Passenger Agent, R. A. Lennon, Blair, Nevada.

Southern Pacific Company

Directors—W. Bayard Cutting, New York, N. Y.; Henry W. DeForest, New York, N. Y.; Robert Goelet, Newport, R. I.; Robert W. Goelet, Newport, R. I.; Marvin Hughitt, Chicago, Ill.; H. E. Huntington, New York, N. Y.; Otto H. Kahn, Morristown, N. J.; Robert S. Lovett, New York, N. Y.; Clarence H. Mackay, New York, N. Y.; Ogden Mills, Staatsburg, N. Y.; Charles A. Peabody, New York, N. Y.; William Rockefeller, New York, N. Y.; Mortimer L. Schiff, Oyster Bay, N. Y.; W. V. S. Thorne, New York, N. Y.; Frank A. Vanderlip, New York, N. Y.

Principal Officers—Chairman of the Board, Robert S. Lovett, New York, N. Y.; President, Robert S. Lovett, New York, N. Y.; Vice-President, J. C. Stubbs, Chicago, Ill.; Vice-President, J. Kruttschnitt, Chicago, Ill.; Vice-President, William F. Herrin, San Francisco, Cal.; Vice-President, William Mahl, New York, N. Y.; Vice-President, E. E. Calvin, San Francisco, Cal.; Vice-President, E. O. McCormick, San Francisco, Cal.; Secretary, Alex. Millar, New York, N. Y.; Treasurer, A. K. Van Deventer, New York, N. Y.; Chief Counsel, William F. Herrin, San Francisco, Cal.; General Counsel, Maxwell Evarts, New York, N. Y.; Comptroller, William Mahl, New York, N. Y.; Assistant Comptroller, H. B. Johnson, New York, N. Y.; General Auditor, C. B. Seger, Chicago, Ill.; Auditor, A. D. McDonald, San Francisco, Cal.; Director of Maintenance and Operation, J. Kruttschnitt, Chicago, Ill.; Assistant Director of Maintenance and Operation, W. B. Scott, Chicago, Ill.; Chief Engineer, William Hood, San Francisco, Cal.; Traffic Director, J. C. Stubbs, Chicago, Ill.; General Freight Agent, G. W. Luce, San Francisco, Cal.; General Passenger Agent, James Horaburgh, Jr., San Francisco, Cal.; Land Commissioner, B. A. McAllaster, San Francisco, Cal.

Southern Pacific Company—Salt Lake Division

Principal Officers—Superintendent, T. F. Rowlands, Ogden, Utah; Assistant Superintendent, F. W. Easton, Ogden, Utah; Assistant Superintendent, Thos. Fitzgerald, Sparks, Nevada; Assistant Superintendent, D. J. Malone, Ogden, Utah; Assistant Superintendent, W. J. Toy, Ogden, Utah; Assistant Superintendent, T. C. Smith, Ogden, Utah; Assistant Superintendent, H. L. Bell, Sparks, Nevada; Assistant Superintendent, D. Hickey, Sparks, Nevada; Assistant Superintendent, T. A. McKinstry, Sparks, Nevada; Assistant Superintendent, S. E. Canady, Sparks, Nevada; Superintendent of Motive Power and Machinery, J. F. Dunn, Salt Lake City, Utah; Roadmasters—Thomas McKenna, Carlin, Nevada; A. E. Moquist, Wells, Nevada; John Reddy, Ogden, Utah; Frank Reilly, Mina, Nevada; J. E. Toombs, Sparks, Nevada.

Tonopah and Goldfield Railroad Company

Directors—James S. Austin, Philadelphia, Pa.; Samuel Bell, Jr., Philadelphia, Pa.; M. B. Cutter, Philadelphia, Pa.; C. A. Daniel, Philadelphia, Pa.; C. A. Higbee, Philadelphia, Pa.; Chas. E. Knox, Philadelphia, Pa.; Chas. R. Miller, Philadelphia, Pa.; Henry D. Moore, Philadelphia, Pa.; George S. Nixon, Reno, Nevada; Richard D. Park, West Chester, Pa.; William M. Potts, Philadelphia, Pa.; Harvey Whiteman, Wilmington, Del.; George Wingfield, Reno, Nevada.

Principal Officers—President, M. B. Cutter, Philadelphia, Pa.; First Vice-President, James S. Austin, Philadelphia, Pa.; Secretary, William F. Henshaw, Philadelphia, Pa.; Treasurer, C. A. Higbee, Philadelphia, Pa.; General Counsel, Hugh H. Brown, Tonopah, Nevada; Auditor, A. J. Lyon, Goldfield, Nevada; Assistant Treasurer, W. W. Charles, Tonopah, Nevada; General Manager, M. B. Cutter, Philadelphia, Pa.; Chief Engineer, B. W. Cattermole, Goldfield, Nevada; Superintendent and Traffic Manager, W. D. Forster, Goldfield, Nevada.

Tonopah and Tidewater Railroad Company

Directors—F. M. Smith, Oakland, Cal.; De Witt Van Buskirk, Bayonne, N. J.; C. B. Zabriskie, New York, N. Y.; J. W. Hardenburg, Jersey City, N. J.; J. A. Middleton, New York, N. Y.; Charles S. Noe, Bayonne, N. J.; George Carragan, Bayonne, N. J.

Principal Officers—President, F. M. Smith, Oakland, Cal.; Vice-President, DeWitt Van Buskirk, New York, N. Y.; Secretary and Treasurer, C. B. Zabriskie, New York, N. Y.; General Solicitor, De Witt Van Buskirk, New York, N. Y.; General Counsel, W. P. Johnson, San Francisco, Cal.; Auditor, B. W. Fernald, Oakland, Cal.; General Manager, John Ryan, Stagg, Cal.; Superintendent, W. W. Cahill, Stagg, Cal.; Traffic Manager, W. R. Alberger, Oakland, Cal.; General Freight and Passenger Agent, F. M. Jenifer, Oakland, Cal.

Virginia and Truckee Railway

Directors—Ogden Mills, New York, N. Y.; A. M. Ardery, Carson City, Nevada; E. B. Yerington, Carson City, Nevada; George T. Mills, Carson City, Nevada; W. E. Sharon, Virginia City, Nevada; J. W. Eckley, Virginia City, Nevada; W. E. F. Deal, Virginia City, Nevada; James Newlands, Jr., San Francisco, Cal.

Principal Officers—President, Ogden Mills, New York, N. Y.; First Vice-President, A. M. Ardery, Carson City, Nevada; Secretary, E. B. Yerington, Carson City, Nevada; Treasurer, Agency Bank of California, Virginia City, Nevada; General Solicitor, W. E. F. Deal, Virginia City, Nevada; Auditor, E. B. Yerington, Carson City, Nevada; General Manager, A. M. Ardery, Carson City, Nevada; Chief Engineer, W. H. Kirk, Carson City, Nevada; General Freight and Passenger Agent, E. B. Yerington, Carson City, Nevada.

Western Pacific Railway Company

Directors—Geo. J. Gould, New York, N. Y.; E. T. Jeffery, New York, N. Y.; Edwin Hawley, New York, N. Y.; F. William Cutcheon, New York, N. Y.; A. H. Calif, New York, N. Y.; S. C. Mathews, New York, N. Y.; C. H. Schlacks, San Francisco, Cal.; J. F. Evans, San Francisco, Cal.; C. M. Levey, San Francisco, Cal.; Warren Olney, San Francisco, Cal.; Warren Olney, Jr., San Francisco, Cal.; W. J. Shotwell, San Francisco, Cal.; Chas. W. Slack, San Francisco, Cal.

Principal Officers—President, E. T. Jeffery, New York, N. Y.; First Vice-President, C. H. Schlacks, San Francisco, Cal.; Second Vice-President, C. M. Levey, San Francisco, Cal.; Secretary, W. G. Bruen, San Francisco, Cal.; Treasurer, Charles Elsey, San Francisco, Cal.; General Attorney, Warren Olney, Jr., San Francisco, Cal.; General Counsel, F. W. M. Cutcheon, New York, N. Y.; General Auditor, J. F. Evans, San Francisco, Cal.; General Manager, C. M. Levey, San Francisco, Cal.; Chief Engineer, T. J. Wyche, San Francisco, Cal.; Freight Traffic Manager, H. M. Adams, San Francisco, Cal.; Passenger Traffic Manager, E. L. Lomax, San Francisco, Cal.; Assistant General Passenger Agent, G. F. Herr, San Francisco, Cal.; Assistant General Freight Agent, W. J. Shotwell, San Francisco, Cal.

**TABULATION OF FIGURES DRAWN FROM MONTHLY REPORTS
OF RAILROADS OPERATING IN NEVADA, SHOWING
INTRASTATE EARNINGS (GROSS), BY MONTHS, FOR THE
YEARS ENDING JUNE 30, 1910 and 1911.**

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	July		August		September	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad	\$1,155.06	\$151.59	\$877.81	\$350.12	\$724.84	\$137.88
Eureka and Palisade Railway	406.37		337.26		806.62	
Goldfield Cons. M. & T. Co.		5,891.32		6,327.06		6,313.87
Las Vegas and Tonopah Railroad	1,205.69	690.61	907.27	1,497.34	1,318.13	911.46
Nevada and California Railroad	9,967.76	8,452.38	9,018.11	7,146.68	10,137.58	7,299.26
Nevada-California-Oregon Railway	4,294.64	2,423.18	4,246.96	3,765.32	3,581.02	4,185.71
Nevada Central Railroad	451.06	384.06	327.08	419.76	523.33	458.53
Nevada Copper Belt Railway		842.21		670.76		916.37
Nevada Northern Railway	43,645.55	66,421.91	49,188.74	61,404.91	48,796.34	48,818.12
San Pedro, Los Angeles and Salt Lake Railroad	545.27	958.58	1,184.21	697.40	794.54	493.87
Silver Peak Railroad	50.77	34.86	111.49	157.91	155.59	183.00
Southern Pacific Company	25,572.59	12,792.94	26,522.52	11,594.50	50,142.27	11,075.41
Tonopah and Goldfield Railroad	16,315.49	19,853.03	17,317.37	19,862.77	18,174.23	17,983.36
Tonopah and Tidewater Railroad	110.13	44.35	60.16	84.06	71.05	64.48
Virginia and Truckee Railway	6,012.99	4,563.68	5,921.72	5,194.56	6,068.87	6,493.45
Totals	\$109,743.41	\$123,504.70	\$116,020.70	\$119,163.12	\$141,324.41	\$104,734.76
Railroad	October		November		December	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway						
Bullfrog-Goldfield Railroad	\$424.21	\$261.15	\$376.64	\$110.81	\$352.50	\$340.02
Eureka and Palisade Railway	992.22		1,046.47		637.05	
Goldfield Cons. M. & T. Co.		6,385.75		6,488.53		6,480.30
Las Vegas and Tonopah Railroad	851.72	1,344.21	643.71	1,562.41	713.42	2,194.46
Nevada and California Railroad	12,053.69	8,668.26	5,214.06	9,516.63	14,140.12	7,155.33
Nevada-California-Oregon Railway	5,287.31	3,946.28	3,581.02	2,602.50	2,969.48	2,035.62
Nevada Central Railroad	500.48	644.77	542.97	571.50	694.17	694.17
Nevada Copper Belt Railway		1,477.52		2,353.51		1,928.25
Nevada Northern Railway	49,214.13	51,101.31	47,581.17	57,350.32	38,732.99	63,969.91
San Pedro, Los Angeles and Salt Lake Railroad	528.21	1,166.67	652.23	446.12	490.38	272.96
Silver Peak Railroad	87.74	71.97	67.99	47.56	160.13	119.90
Southern Pacific Company	75,671.15	33,016.68	10,335.23	18,698.61	5,667.19	8,076.09
Tonopah and Goldfield Railroad	19,597.81	20,135.09	15,951.94	21,179.91	17,323.34	20,435.50
Tonopah and Tidewater Railroad	63.42	115.27	18.69	40.69	25.97	25.97
Virginia and Truckee Railway	7,277.90	7,465.38	7,939.74	5,782.96	5,621.22	5,029.96
Totals	\$172,529.99	\$195,802.31	\$93,942.11	\$126,682.08	\$75,896.09	\$118,556.95

Italic figures denote deficit.

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	January		February		March	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$512.36	\$106.94	\$887.46	\$209.19	\$572.67	\$446.46
Bullfrog-Goldfield Railroad	784.72	7,153.94	1,382.20	6,212.50	43.71	6,769.76
Eureka and Palisade Railway	1,131.98	5,362.89	2,679.39	5,763.49	508.61	1,126.06
Goldfield Cons. M. & T. Co.	6,145.76	10,646.11	10,646.11	5,763.49	7,138.73	1,827.64
Nevada and California Railway	2,508.06	6,833.30	2,627.49	1,183.07	2,710.06	1,823.54
Nevada-California-Oregon Railway	299.26	463.70	273.10	484.94	491.81	491.81
Nevada Central Belt Railroad		1,201.35		1,182.31	902.52	1,388.73
Nevada Copper Belt Railroad	35,612.19	63,791.73	42,503.16	52,638.53	63,649.36	68,828.10
Nevada Northern Railway	218.62	746.25	293.70	504.52	228.52	427.79
Silver Peak Railroad	155.77	126.64	70.44	51.57	104.02	65.56
Southern Pacific Company	10,424.77	10,201.03	5,763.27	9,809.34	3,239.41	8,229.77
Tonopah and Goldfield Railroad	15,141.46	19,718.24	13,706.57	16,182.32	15,718.48	17,401.67
Tonopah and Tidewater Railroad	37.20	15.41	70.29	103.93	47.69	82.61
Virginia and Truckee Railway	4,344.62	4,334.73	4,978.49	4,067.95	4,614.48	4,173.91
Totals	\$56,842.00	\$114,734.54	\$65,960.69	\$99,070.17	\$99,489.77	\$118,263.71

Railroad	April		May		June	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$462.17	\$231.44	\$312.29	\$149.99	\$333.44	\$201.16
Bullfrog-Goldfield Railroad	3,954.50	7,429.26	5,190.56	7,727.59	5,253.12	7,499.36
Eureka and Palisade Railway	6,014.92	1,120.12	8,972.96	9,966.29	1,028.59	1,289.34
Goldfield Cons. M. & T. Co.	2,273.45	8,136.31	2,702.73	5,889.67	8,256.84	9,729.17
Nevada and California Railway	95.72	1,882.37	2,702.73	2,637.85	2,790.49	2,743.80
Nevada-California-Oregon Railway	1,895.58	587.92	267.21	334.69	568.71	681.63
Nevada Central Belt Railroad	60,755.27	2,099.19	1,198.78	1,536.37	722.35	1,723.45
Nevada Copper Belt Railroad	352.91	71,130.92	68,031.70	70,477.38	70,845.21	72,773.45
Nevada Northern Railway	125.80	331.41	68.81	456.36	386.58	385.22
Silver Peak Railroad	6,190.36	114.10	55.24	55.75	68.81	154.97
Southern Pacific Company	14,435.82	11,112.69	11,867.02	9,119.85	11,516.13	9,436.27
Tonopah and Goldfield Railroad	10.41	19,484.56	18,183.58	22,373.39	18,645.78	22,682.70
Tonopah and Tidewater Railroad	4,874.33	38.58	102.88	10.97	82.62	30.44
Virginia and Truckee Railway	\$68,965.26	4,513.61	5,414.54	6,126.61	5,689.32	5,126.93
Totals	\$88,272.48	\$128,272.48	\$123,775.22	\$126,764.76	\$126,193.22	\$134,347.04

Italic figures denote deficit.

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	Total for six months ending Dec. 31			Total for six months ending June 30			Total for year ending June 30		
	1909	1910		1910	1911	1910	1910	1911	
Barnwell and Searchlight Railway	\$3,911.06	\$1,351.58		\$2,886.41	\$1,344.20		\$6,797.49		\$2,686.78
Bullfrog-Goldfield Railroad	4,225.96			2,180.63	42,782.40		6,406.62		14,403.18
Eureka and Palisade Railway		37,886.82		14,403.18			12,168.34		14,574.62
Goldfield Cons. M. and I. Co.		8,190.49		6,025.40			6,354.03		88,787.51
Las Vegas and Tonopah Railway	5,639.34	48,238.63		47,734.73			108,306.07		29,232.63
Nevada-California Railway	60,661.34	18,860.71		16,607.75			39,658.13		5,949.47
Nevada-California-Oregon Railway	23,860.43	1,506.24		1,302.02			4,323.94		17,821.18
Nevada Central Railroad	2,817.45	8,152.68		4,506.23			618,555.23		748,646.69
Nevada Northern Railway	277,153.92	348,386.48		34,326.69			6,336.08		1,189.79
Nevada Northern Railway and Salt Lake Railroad	4,159.89	4,095.06		2,170.14			6,307.79		153,109.18
Silver Peak Railroad	623.71	615.20		583.58			200,511.97		226,892.53
Southern Pacific Company	182,576.58	95,193.23		15,910.70			68,686.12		61,905.76
Tonopah and Goldfield Railroad	104,690.78	118,849.65		96,831.69			\$1,290,682.87		\$1,449,686.22
Tonopah and Tidewater Railroad	374.81			96,830.14					
Virginia and Truckee Railway	38,772.44	34,530.01		29,913.68					
Totals	\$709,456.71	\$728,443.82		\$681,226.16	\$721,442.70				

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	July			August			September		
	1909	1910		1909	1910		1909	1910	
Barnwell and Searchlight Railway		\$0.58		\$0.58					
Bullfrog-Goldfield Railroad	\$1,884.07	678.08		1,660.45			\$1,104.38		\$623.73
Eureka and Palisade Railway	1,827.86			1,707.10			1,616.62		
Goldfield Cons. M. and I. Co.									
Las Vegas and Tonopah Railroad	2,299.80	1,782.39		2,334.02			2,539.96		2,471.81
Nevada-California Railway	10,430.70	10,763.77		10,144.56			9,099.66		10,242.19
Nevada-California-Oregon Railway	1,867.33	2,174.75		2,025.73			1,636.96		1,410.86
Nevada Central Railroad		1,741.25		1,769.06			1,406.96		1,316.40
Nevada Copper Railroad		899.75							
Nevada Northern Railway	8,599.76	9,708.62		8,027.34			8,459.34		7,933.40
Nevada Northern Railway and Salt Lake Railroad	1,678.57	1,509.81		1,911.83			1,619.14		1,779.86
Silver Peak Railroad	517.44	381.45		500.69			522.95		340.19
Southern Pacific Company	22,271.62	29,598.36		22,618.40			22,613.82		21,044.99
Tonopah and Goldfield Railroad	10,640.66	8,764.21		8,041.78			8,598.20		6,831.84
Tonopah and Tidewater Railroad	196.69	84.17		6,526.28			6,158.46		7,371.20
Virginia and Truckee Railway	8,973.38	10,736.62		6,566.08			6,435.53		7,991.68
Totals	\$72,341.36	\$78,710.49		\$67,412.63	\$61,647.53		\$65,759.76		\$61,762.40

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	October			November			December		
	1909	1910	1911	1909	1910	1911	1909	1910	1911
Barnwell and Searchlight Railway	\$1.16	\$0.58		\$0.58	\$1.16		\$1.092.97	\$717.18	
Bullfrog-Goldfield Railroad	1,113.62	649.36		1,042.90	677.35		1,778.20		
Eureka and Palisade Railway	1,810.47			1,918.65					
Goldfield Cons. M. & T. Co.									
Las Vegas and Tonopah Railroad	3,292.24	2,464.76		2,685.00	2,846.35		1,716.06	1,944.17	
Nevada and California Railway	8,445.05	6,065.01		7,742.15	6,828.06		7,449.01	6,667.47	
Nevada-California-Oregon Railway	1,723.61	1,345.24		1,636.96	1,167.12		1,374.31	1,325.09	
Nevada Central Railroad	1,752.95	1,830.35		2,080.06	2,099.85		1,457.00	2,001.98	
Nevada Copper Belt Railroad		839.20			878.71			848.25	
Nevada Northern Railway	9,072.34	6,376.90		8,453.11	6,330.83		8,773.31	7,600.52	
San Pedro, Los Angeles and Salt Lake Railroad	2,013.15	2,610.78		1,669.41	2,941.84		1,472.31	4,102.54	
Silver Peak Railroad		368.02			406.15			343.80	
Southern Pacific Company	23,206.37	19,137.34		21,440.08	20,447.61		18,796.58	18,406.16	
Tonopah and Goldfield Railroad	8,474.50	7,079.82		7,352.46	6,414.89		6,735.01	8,664.77	
Tonopah and Tidewater Railroad	146.86	67.80		142.57	87.55		136.56	66.30	
Virginia and Truckee Railway	5,568.47	6,596.91		5,527.25	6,787.23		6,653.84	6,569.56	
Totals	\$67,077.44	\$55,413.07		\$62,107.78	\$57,913.75		\$57,884.06	\$56,237.79	

Railroad	January			February			March		
	1910	1911		1910	1911		1910	1911	
Barnwell and Searchlight Railway							\$0.58		
Bullfrog-Goldfield Railroad	\$531.55	\$447.65		\$954.05	\$394.00		1,276.53	\$512.30	
Eureka and Palisade Railway	1,508.55			1,286.06			25.95		
Goldfield Cons. M. & T. Co.									
Las Vegas and Tonopah Railroad	1,540.77	1,745.17		1,061.63	2,029.33		1,279.52	1,833.23	
Nevada and California Railway	6,981.85	6,190.95		6,076.00	6,121.06		8,412.15	7,257.73	
Nevada-California-Oregon Railway	1,089.42	606.55		1,027.00	749.56		1,723.98	1,089.06	
Nevada Central Railroad	1,245.45	1,656.50		1,005.55	1,748.15		45.55	1,590.15	
Nevada Copper Belt Railroad		999.18			887.87		884.25	1,324.00	
Nevada Northern Railway	7,522.49	5,500.54		6,237.44	6,219.68		7,876.82	6,377.39	
San Pedro, Los Angeles and Salt Lake Railroad	280.30	2,887.00		211.96	331.08		1,896.25	332.50	
Silver Peak Railroad		396.30			374.02		602.67		
Southern Pacific Company	583.95	15,761.36		16,805.28	14,821.24		20,154.67	21,327.96	
Tonopah and Goldfield Railroad	17,782.40	5,291.82		5,254.91	6,423.75		6,966.27	5,343.04	
Tonopah and Tidewater Railroad	5,496.16	60.35		110.73	51.00		168.27	69.78	
Virginia and Truckee Railway	5,462.57	6,071.24		4,482.80	6,190.34		6,725.79	6,569.56	
Totals	\$50,085.36	\$47,514.61		\$44,977.42	\$46,275.10		\$56,246.14	\$55,609.16	

Italic figures denote deficit.

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	April		May		June	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$0.58	\$1.74		\$1.74	\$0.58	\$0.58
Bullfrog-Goldfield Railroad	1,104.10	438.63	\$1,078.00	507.87	922.50	490.17
Eureka and Palisade Railway	4.00					
Las Vegas and Tonopah Railroad	1,189.49	2,135.31	1,411.61	2,216.36	1,411.73	2,478.96
Nevada and California Railway	7,781.43	7,477.43	8,865.99	8,290.57	8,816.42	7,884.19
Nevada-California-Oregon Railway	1,884.58	1,508.33	1,896.47	1,873.34	1,942.04	1,728.94
Nevada Central Railroad	946.55	2,045.20	1,068.90	2,075.05	1,315.25	1,385.75
Nevada Copper Belt Railway	717.30	1,403.35	1,153.65	1,518.95	818.55	1,266.95
Nevada Northern Railway	7,789.32	7,682.58	8,157.90	5,406.62	6,657.11	7,984.54
San Pedro, Los Angeles and Salt Lake Railroad	462.12	2,635.99	838.82	3,364.80	1,095.66	2,895.19
Silver Peak Railroad	361.70	946.93	222.30	341.30	396.50	296.75
Southern Pacific Company	24,233.41	23,734.60	22,532.12	23,833.10	22,835.85	23,304.92
Tonopah and Goldfield Railroad	6,499.22	5,833.65	7,212.11	6,271.23	7,966.83	6,422.38
Tonopah and Tidewater Railroad	131.34	46.10	107.20	50.78	115.70	37.10
Virginia and Truckee Railway	6,477.39	7,461.12	8,065.47	7,067.98	8,832.12	6,615.34
Totals	\$59,574.53	\$62,800.96	\$62,541.54	\$62,318.69	\$63,147.84	\$62,793.76

Railroad	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1909	1910	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$2.32	\$2.32	\$1.74	\$4.06	\$4.06	\$5.80
Bullfrog-Goldfield Railroad	7,898.39	4,213.20	5,866.73	2,790.62	13,765.12	7,005.82
Eureka and Palisade Railway	10,157.79		2,764.65		12,922.44	
Las Vegas and Tonopah Railroad	14,867.17	13,148.10	7,894.75	12,488.36	22,761.92	25,636.46
Nevada and California Railway	53,301.49	50,762.71	46,913.84	43,221.93	100,215.33	93,984.64
Nevada-California-Oregon Railway	10,384.81	9,324.76	9,563.49	7,553.77	19,948.23	16,873.53
Nevada Central Railroad	10,005.71	10,902.98	5,567.25	10,490.80	15,672.96	21,393.78
Nevada Copper Belt Railway		4,882.81	3,673.75	7,400.30	3,673.75	12,233.11
Nevada Northern Railway	51,315.01	44,239.72	44,301.08	38,170.35	95,616.17	82,410.07
San Pedro, Los Angeles and Salt Lake Railroad	10,363.41	13,821.58	3,220.89	16,219.85	13,584.30	30,041.43
Silver Peak Railroad	2,985.13	2,164.80	1,643.28	1,963.28	5,426.29	4,128.06
Southern Pacific Company	130,945.87	131,619.33	124,323.73	121,973.17	255,298.60	253,692.60
Tonopah and Goldfield Railroad	49,832.61	41,293.81	39,437.60	34,585.87	89,270.13	76,969.68
Tonopah and Tidewater Railroad	958.61	461.62	741.14	315.11	1,699.82	76.73
Virginia and Truckee Railway	39,704.51	44,917.29	39,961.16	40,134.81	79,565.70	85,062.10
Totals	\$392,623.01	\$371,685.03	\$336,572.83	\$337,312.28	\$729,185.88	\$706,397.31

Italic figures denote deficit.

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Railroad	July		August		September	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway		\$106.47	\$37.67	\$112.93	\$25.04	\$99.45
Bullfrog-Goldfield Railroad	\$250.11	135.02	264.94	155.06	155.31	70.47
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	536.74	400.69	584.32	299.36	397.30	389.07
Nevada-California-Oregon Railway	2,127.82	2,296.65	4,896.38	1,974.52	2,132.63	2,042.10
Nevada-Central Railroad	349.94	345.52	364.50	358.76	319.40	362.99
Nevada Copper Belt Railroad						
Nevada Northern Railway	135.00	142.09		149.47		156.32
San Pedro, Los Angeles and Salt Lake Railroad		212.00		180.00	30.00	188.00
Silver Peak Railroad	117.94	96.35	121.08	97.05	115.27	35.84
Southern Pacific Company	1,079.37	1,054.58	1,148.61	1,025.11	1,223.31	987.37
Tonopah and Goldfield Railroad	3,336.18	4,070.66	4,474.66	3,886.75	4,358.21	3,713.31
Tonopah and Tidewater Railroad	21.41	12.46	25.30	23.17	15.24	21.86
Virginia and Truckee Railway	64.73	85.12	65.82	185.89	65.32	63.77
Totals	\$3,009.24	\$8,969.61	\$11,983.28	\$8,406.48	\$8,837.03	\$8,141.06

Railroad	October		November		December	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway		\$50.34	\$118.24	\$55.03	\$118.20	\$34.52
Bullfrog-Goldfield Railroad	\$28.27	\$8.93	184.28	117.99	171.85	146.65
Eureka and Palisade Railway	127.74					
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	647.96	383.17	496.74	380.65	459.52	303.31
Nevada-California-Oregon Railway	2,459.04	1,929.70	2,599.34	2,010.36	161.81	2,016.96
Nevada-Central Railroad	339.41	372.03	319.40	376.94	306.64	341.06
Nevada Copper Belt Railroad						
Nevada Northern Railway	470.00	160.31		175.48		247.32
San Pedro, Los Angeles and Salt Lake Railroad		212.00	1,360.00	216.00	180.00	240.00
Silver Peak Railroad						
Southern Pacific Company	115.10	104.35	49.07	160.98	161.06	108.73
Tonopah and Goldfield Railroad	1,385.97	1,216.90	1,339.55	3,528.99	796.00	1,890.10
Tonopah and Tidewater Railroad	4,837.81	3,620.81	4,067.83	3,197.81	4,487.63	3,353.32
Virginia and Truckee Railway	16.24	19.88	19.29	20.31	11.59	30.18
Totals	\$10,510.97	\$8,277.35	\$10,635.14	\$10,315.96	\$6,906.03	\$8,843.46

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Railroad	January			February			March		
	1910	1911	1910	1910	1911	1910	1910	1911	
Barnwell and Searchlight Railway	\$113.38	\$14.70	\$109.30	\$11.98	\$121.83	\$46.42			
Bullfrog-Goldfield Railroad	123.49	141.47	246.53	173.43	133.29	163.80			
Eureka and Palisade Railway									
Goldfield Cons. M. and T. Co.									
Las Vegas and Tonopah Railroad	1,080.58	316.56	461.93	691.47	426.39	357.18			
Nevada and California Railway	2,131.73	2,007.97	2,060.06	2,707.22	2,106.40	2,968.40			
Nevada-California-Oregon Railway	338.59	376.58	335.55	390.57	345.41	355.03			
Nevada Central Railroad									
Nevada Copper Belt Railroad									
Nevada Northern Railway	300.00	209.98	322.00	206.12	23.25	221.44			
San Pedro, Los Angeles and Salt Lake Railroad		172.00		180.00	120.00	152.00			
Silver Peak Railroad									
Southern Pacific Company	107.96	96.22	108.11	97.26	101.19	96.43			
Tonopah and Goldfield Railroad	727.69	724.87	905.27	3,574.67	893.68	1,334.44			
Tonopah and Tidewater Railroad	5,440.86	3,159.66	3,250.60	4,807.41	3,221.00	2,977.64			
Virginia and Truckee Railway	8.15	22.23	11.66	21.69	13.45	19.61			
	44.11	155.10	58.50	83.04	66.35	62.69			
Totals	\$10,456.53	\$7,397.34	\$7,969.51	\$12,934.86	\$7,572.24	\$8,155.08			

Railroad	April			May			June		
	1910	1911	1910	1910	1911	1910	1910	1911	
Barnwell and Searchlight Railway	\$108.45	\$43.34	\$98.60	\$43.44	\$446.96	\$99.74			
Bullfrog-Goldfield Railroad	187.28	120.63	133.90	61.69	148.33	81.84			
Eureka and Palisade Railway									
Goldfield Cons. M. & T. Co.									
Las Vegas and Tonopah Railroad	166.09	370.84	224.39	288.00	362.41	312.65			
Nevada and California Railway	2,148.95	2,118.28	2,153.95	2,063.00	2,132.43	1,998.94			
Nevada-California-Oregon Railway	304.84	288.65	310.57	306.80	806.99	326.97			
Nevada Central Railroad									
Nevada Copper Belt Railroad									
Nevada Northern Railway	28.85	167.73	904.88	214.23	969.13	305.97			
San Pedro, Los Angeles and Salt Lake Railroad	220.00	318.00	255.00	94.15	130.00	366.70			
Silver Peak Railroad									
Southern Pacific Company	88.71	86.44	93.63	87.21	95.02	86.01			
Tonopah and Goldfield Railroad	967.26	1,433.72	1,066.28	889.10	785.19	1,301.83			
Tonopah and Tidewater Railroad	2,806.32	2,612.15	3,148.53	3,362.70	4,689.62	1,961.42			
Virginia and Truckee Railway	23.04	19.07	34.60	21.27	16.35	19.62			
	71.96	163.09	71.96	90.15	91.65	223.70			
Totals	\$7,121.35	\$7,741.94	\$8,516.29	\$7,511.74	\$10,173.98	\$6,885.81			

Italic figures denote deficit.

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Railroad	Total for six months ending Dec. 31			Total for six months ending June 30		
	1909	1910	1911	1910	1911	1911
Barnwell and Searchlight Railway	\$327.42	\$460.74	\$998.52	\$60.14	\$1,325.94	\$520.88
Battle Mountain Railway	1,164.23	719.11	972.82	742.86	2,137.06	1,461.97
Eureka and Palisade Railway						
Goldfield Cons. M. & T. Co.	3,112.60	2,116.25	2,721.79	2,316.70	5,834.39	4,432.95
Las Vegas and Tonopah Railway	14,377.02	12,270.79	12,733.52	13,253.81	27,110.54	25,624.60
Nevada and California Railway	2,001.29	2,156.72	1,941.96	2,084.60	3,943.24	4,191.32
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway	2,175.00	1,040.83	1,926.11	1,325.47	1,926.11	2,366.40
San Pedro, Los Angeles and Salt Lake Railroad		1,228.00	1,347.00	1,282.85	3,622.00	2,510.85
Silver Peak Railroad						
Southern Pacific Company	679.52	600.30	594.62	549.57	1,274.14	1,149.87
Tonopah and Goldfield Railroad	6,971.81	9,708.05	5,405.37	9,258.53	12,377.18	18,961.68
Tonopah and Tidewater Railroad	25,579.32	21,721.00	22,556.42	18,900.98	48,136.74	40,621.96
Virginia and Truckee Railroad	109.07	127.86	107.25	123.39	216.32	251.25
Totals	411.41	796.52	404.53	787.77	815.94	1,586.29
	\$56,908.69	\$52,943.27	\$51,709.90	\$50,636.77	\$108,618.59	\$103,580.04

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION,
OF RAILROADS IN NEVADA

Railroad	July			August			September		
	1909	1910	1911	1909	1910	1911	1909	1910	1911
Barnwell and Searchlight Railway	\$10.00	\$5.11	\$5.80	\$5.80	\$5.26	\$6.85	\$6.85	\$2.35	
Battle Mountain Railway	71.47	7.84	30.58	30.58	9.84	27.17	27.17	15.39	
Eureka and Palisade Railway	40.00		20.50	20.50		52.00	52.00		
Goldfield Cons. M. & T. Co.									
Las Vegas and Tonopah Railway	23.19	23.79	25.59	25.59	27.99	33.87	33.87	33.87	
Nevada and California Railway	429.93	297.20	276.26	276.26	571.59	422.80	422.80	41.45	
Nevada-California-Oregon Railway	83.87	43.70	84.49	84.49	166.10	194.88	194.88	47.71	
Nevada Central Railroad	128.30	139.02	45.43	45.43	71.28	194.88	194.88	85.12	
Nevada Copper Belt Railroad		337.55	584.91	584.91	194.00	343.36	343.36	604.64	
Nevada Northern Railway	438.72	243.00	386.41	386.41	194.00	343.36	343.36	169.00	
San Pedro, Los Angeles and Salt Lake Railroad									
Silver Peak Railroad	5.00	5.00	6.50	6.50	5.00	33.53	33.53	5.00	
Southern Pacific Company	1,324.95	1,640.12	1,259.53	1,259.53	1,455.58	822.87	822.87	1,641.78	
Tonopah and Goldfield Railroad	404.68	689.94	306.44	306.44	223.55	342.13	342.13	339.91	
Tonopah and Tidewater Railroad	2.00				6.09				
Virginia and Truckee Railroad	233.00	116.20	137.15	137.15	47.76	127.64	127.64	55.12	
Totals	\$3,195.32	\$3,548.47	\$2,592.67	\$2,592.67	\$3,366.95	\$2,491.76	\$2,491.76	\$3,611.94	

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION, OF RAILROADS IN NEVADA

REPORT OF THE RAILROAD COMMISSION OF NEVADA

245

Railroad	October		November		December	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway		\$2.44		\$2.57		\$6.47
Bullfrog-Goldfield Railroad	\$30.59	12.68	\$11.75	62.25	\$50.12	33.07
Eureka and Palisade Railway	22.00		47.50		23.60	35.50
Goldfield Cons. M. & T. Co.					35.50	
Las Vegas and Tonopah Railroad	29.02	28.16	36.89	28.15	20.84	64.92
Nevada and California Railway	545.03	644.70	516.90	606.67	534.66	461.11
Nevada-California-Oregon Railway	86.90	48.50	84.63	47.87	76.66	54.31
Nevada Central Railroad	60.70	93.00	72.36	129.37	6.60	344.21
Nevada Copper Belt Railroad		555.94		976.29		924.16
Nevada Northern Railway	294.26	450.00	224.00	162.00	608.00	291.00
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	27.18	5.00	18.90	5.00	5.00	5.00
Southern Pacific Company	1,535.69	1,088.06	868.83	3,437.73	1,701.14	1,310.46
Tonopah and Goldfield Railroad	390.14	391.00	294.88	464.32	251.81	211.72
Tonopah and Tidewater Railroad				2.60	1.00	13.60
Virginia and Truckee Railway	178.99	96.11	189.92	120.07	282.13	53.71
Totals	\$3,150.03	\$3,282.58	\$2,385.73	\$6,943.89	\$3,595.06	\$3,774.13

Railroad	January		February		March	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway		\$10.59		\$10.00		\$7.49
Bullfrog-Goldfield Railroad	\$18.96	63.45	\$10.00	65.79	\$12.20	55.92
Eureka and Palisade Railway	49.00		16.50		50.86	9.50
Goldfield Cons. M. & T. Co.					9.50	
Las Vegas and Tonopah Railroad	52.69	57	38.19	36.09	27.29	27.96
Nevada and California Railway	589.10	849.53	498.66	390.66	235.28	313.83
Nevada-California-Oregon Railway	67.57	38.17	43.27	43.27	74.87	49.28
Nevada Central Railroad	123.44	64.00	76.92	76.92	240.09	240.09
Nevada Copper Belt Railroad		513.60		230.25		325.18
Nevada Northern Railway	464.00	97.00	77.00	841.00	670.00	96.00
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	5.00	5.00	5.00	5.00	5.00	5.00
Southern Pacific Company	1,958.82	552.56	1,111.68	1,678.94	985.14	1,547.04
Tonopah and Goldfield Railroad	187.90	417.96	540.55	263.50	396.13	351.25
Tonopah and Tidewater Railroad				3.00		14.00
Virginia and Truckee Railway	242.73	71.10	207.03	79.29	267.29	185.40
Totals	\$3,739.50	\$1,566.50	\$2,622.83	\$3,210.99	\$2,735.55	\$3,216.44

Italic figures denote deficit.

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION,
OF RAILROADS IN NEVADA

Railroad	April		May		June	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$4.92	\$31.29	\$5.16	\$30.69	\$42.71	\$320.25
Bullfrog-Goldfield Railroad	36.87	39.75	10.44	43.21	40.75	35.86
Eureka and Palisade Railway	13.00		41.00		19.00	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	37.66	49.71	36.92	38.70	13.80	32.99
Nevada and California Railway	278.57	570.60	273.44	683.47	643.06	413.56
Nevada-California-Oregon Railway	30.75	46.71	59.53	136.39	43.10	30.70
Nevada Central Railroad	200.87	46.71	19.72	133.44	56.30	220.66
Nevada Copper Belt Railroad		351.15	15.46	11.84	17.16	17.90
Nevada Northern Railway		106.00	510.00	52.00	361.00	105.98
San Pedro, Los Angeles and Salt Lake Railroad	340.00					
Silver Peak Railroad	5.00	5.00	5.75	49.00	5.00	42.50
Southern Pacific Company	1,968.33	1,733.78	1,874.67	2,292.50	2,415.60	2,297.46
Tonopah and Goldfield Railroad	483.31	251.69	467.15	346.64	465.19	382.18
Tonopah and Tidewater Railroad	3.90			6.00		
Virginia and Truckee Railway	320.06	77.24	248.66	74.53	409.66	40.09
Totals	\$3,743.03	\$3,339.13	\$3,598.49	\$3,812.86	\$4,623.30	\$4,014.52
Total for six months ending Dec. 31						
Total for six months ending June 30						
Total for year ending June 30						
Barnwell and Searchlight Railway	\$34.52	\$24.20	\$33.94	\$410.21	\$178.46	\$434.41
Bullfrog-Goldfield Railroad	208.76	141.67	213.81	283.97	422.56	435.64
Eureka and Palisade Railway	217.50		147.00		364.50	
Goldfield Cons. M. & T. Co.						
Las Vegas and Tonopah Railroad	169.40	204.88	203.55	185.08	375.96	390.33
Nevada and California Railway	2,725.57	2,792.72	2,467.46	3,211.55	5,193.04	6,004.27
Nevada-California-Oregon Railway	500.17	408.19	368.97	803.62	5,889.14	7,711.71
Nevada Central Railroad	508.28	982.00	499.33	811.91	987.61	1,673.91
Nevada Copper Belt Railroad		3,982.49	34.80	1,519.12	34.80	5,501.61
Nevada Northern Railway	2,294.76	1,508.00	2,422.00	794.98	3,803.76	2,308.98
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	45.75	30.50	30.75	111.50	76.50	142.00
Southern Pacific Company	7,512.92	10,723.71	10,314.30	8,961.16	17,827.22	19,684.87
Tonopah and Goldfield Railroad	1,992.06	2,320.44	2,539.13	2,008.24	4,621.21	4,323.68
Tonopah and Tidewater Railroad	3.00	22.19	9.20	25.65	12.20	47.74
Virginia and Truckee Railway	1,148.83	487.97	1,685.42	527.65	2,844.25	1,015.62
Totals	\$17,411.56	\$23,603.96	\$20,962.60	\$19,159.44	\$38,374.25	\$42,669.40

TOTAL MONTHLY INTRASTATE REVENUES FOR RAILROADS IN NEVADA

Railroad	July		August		September	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway	\$10.00	\$112.16	\$44.05	\$118.19	\$31.89	\$101.80
Bullfrog-Goldfield Railway	3,390.93	972.53	2,839.73	1,382.51	2,011.70	846.08
Eureka and Palisade Railway	1,774.22		2,064.86		2,474.14	
Goldfield Cons. M. & T. Co.		5,891.32		6,327.05		6,313.87
Las Vegas and Tonopah Railroad	4,055.52	2,877.42	3,851.20	3,453.31	4,289.26	3,906.21
Nevada and California Railway	23,966.23	21,809.70	24,335.67	19,908.30	21,792.66	19,996.50
Nevada-California-Oregon Railway	6,705.68	4,954.18	6,721.68	6,214.77	6,622.01	6,006.77
Nevada Central Railroad	2,182.86	2,283.33	2,117.76	2,396.08	2,125.17	1,859.15
Nevada Copper Belt Railroad		2,144.55		2,147.64		2,388.78
Nevada Northern Railway	52,749.02	76,585.33	57,602.49	68,143.16	57,623.96	57,013.72
San Pedro, Los Angeles and Salt Lake Railroad	2,223.84	2,468.39	3,096.04	1,881.15	2,412.68	1,966.73
Silver Peak Railroad	691.15	519.65	739.66	596.15	827.34	564.03
Southern Pacific Company	50,248.54	45,064.00	51,549.06	37,062.06	74,802.27	34,949.55
Tonopah and Goldfield Railroad	30,697.03	33,377.84	30,142.25	30,480.35	31,462.77	28,298.41
Tonopah and Tidewater Railroad	330.23	140.98	214.01	181.91	244.75	163.54
Virginia and Truckee Railway	15,284.10	15,501.62	12,690.77	12,273.45	12,727.36	14,004.02
Totals	\$193,289.35	\$214,723.27	\$196,009.28	\$192,586.08	\$218,452.96	\$178,250.16
Railroad	October		November		December	
	1909	1910	1909	1910	1909	1910
Barnwell and Searchlight Railway	\$29.43	\$53.36	\$130.57	\$58.76	\$168.32	\$42.99
Bullfrog-Goldfield Railway	1,696.16	1,017.12	1,632.99	968.40	1,640.92	1,236.92
Eureka and Palisade Railway	2,824.69		3,012.52		2,450.75	
Goldfield Cons. M. & T. Co.		6,385.75		6,488.53		6,480.30
Las Vegas and Tonopah Railroad	4,820.96	4,198.30	3,862.34	4,757.56	2,909.83	4,506.86
Nevada and California Railway	23,502.81	17,196.67	16,072.45	18,861.72	22,285.60	16,290.86
Nevada-California-Oregon Railway	7,417.23	6,714.06	5,622.01	4,194.43	4,748.08	3,756.08
Nevada Central Railroad	2,314.13	2,568.12	2,646.39	2,800.72	1,936.11	2,940.36
Nevada Copper Belt Railroad		3,082.97		4,382.93		3,947.99
Nevada Northern Railway	59,050.72	58,140.21	57,618.28	64,059.15	48,294.30	72,001.43
San Pedro, Los Angeles and Salt Lake Railroad	2,541.36	3,777.45	2,321.69	3,387.96	1,932.69	4,374.90
Silver Peak Railroad	637.31	539.34	592.56	618.69	746.11	572.93
Southern Pacific Company	101,798.08	54,408.97	33,962.69	46,062.94	15,626.54	29,681.80
Tonopah and Goldfield Railroad	33,300.26	31,126.72	27,657.11	31,256.93	28,797.79	29,666.31
Tonopah and Tidewater Railroad	226.52	202.95	180.75	151.15	258.27	135.95
Virginia and Truckee Railway	13,108.77	14,391.33	13,739.31	12,785.83	12,486.92	11,777.54
Totals	\$253,268.43	\$202,755.31	\$169,070.76	\$200,855.70	\$144,282.23	\$187,412.22

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Railroad	January		February		March	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$132.33	\$26.29	\$117.30	\$21.98	\$134.61	\$53.91
Bullfrog-Goldfield Railroad	1,196.90	746.51	1,934.66	842.41	2,039.34	1,178.50
Eureka and Palisade Railway	2,312.27		2,688.76		27.28	
Goldfield Cons. M. & T. Co.		7,153.94		6,212.50		6,769.76
Las Vegas and Tonopah Railroad	3,806.02	2,894.25	4,241.64	3,686.23	2,238.81	8,574.42
Nevada and California Railway	16,048.43	14,447.76	19,690.72	14,977.43	17,892.66	16,877.00
Nevada-California-Oregon Railway	3,998.63	1,674.69	4,063.35	2,334.47	4,854.31	2,816.90
Nevada Central Railroad	1,768.14	2,184.20	1,278.66	2,312.01	48.07	2,242.06
Nevada Copper Belt Railroad		2,924.11		2,508.55	1,816.02	3,760.36
Nevada Northern Railway	45,898.66	69,561.27	49,199.60	58,423.21	72,316.18	76,450.49
San Pedro, Los Angeles and Salt Lake Railroad	496.82	3,653.25	475.65	3,104.17	659.56	2,284.04
Silver Peak Railroad	862.95	534.16	677.57	583.33	812.88	498.49
Southern Pacific Company	10,204.14	26,418.10	24,585.31	29,583.19	25,572.90	32,439.20
Tonopah and Goldfield Railroad	26,158.57	23,157.71	22,132.63	26,664.36	26,773.60	
Tonopah and Tidewater Railroad	156.35	102.09			28,922.14	136.90
Virginia and Truckee Railway	10,083.95	10,682.17	9,724.82	10,450.62	11,677.92	11,147.79
Totals	\$121,223.39	\$171,212.99	\$141,428.44	\$181,491.12	\$166,043.70	\$185,233.39
Railroad	April		May		June	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$113.95	\$76.37	\$103.76	\$75.77	\$490.25	\$221.09
Bullfrog-Goldfield Railroad	1,790.42	830.45	1,534.63	762.76	1,446.02	809.02
Eureka and Palisade Railway	9.00		5,190.56		19.00	
Goldfield Cons. M. & T. Co.	3,964.60	7,429.26	2,429.17	7,727.59	5,236.12	7,499.36
Las Vegas and Tonopah Railroad	1,819.33	3,725.93	2,026.16	3,469.36	2,816.62	4,113.94
Nevada and California Railway	16,222.97	18,302.82	20,266.16	16,501.71	19,948.74	20,028.96
Nevada-California-Oregon Railway	4,613.96	3,723.96	4,969.60	4,764.88	5,062.61	4,958.41
Nevada Central Railroad	2,243.14	2,094.97	1,826.63	2,543.23	2,183.04	2,188.04
Nevada Copper Belt Railroad	2,141.73	2,021.72	3,221.96	78,310.99	2,939.13	3,368.62
Nevada Northern Railway	69,571.08	79,921.50	76,154.37	78,023.16	77,993.22	81,230.67
San Pedro, Los Angeles and Salt Lake Railroad	317.03	3,027.40	1,553.49	3,931.16	1,453.39	3,231.41
Silver Peak Railroad	593.91	559.47	376.92	553.26	552.37	560.23
Southern Pacific Company	20,973.69	38,014.79	37,396.09	35,963.52	37,552.77	36,340.43
Tonopah and Goldfield Railroad	24,224.27	28,182.04	29,011.37	32,373.96	31,777.32	31,465.63
Tonopah and Tidewater Railroad	147.94	104.02	244.78	31,777.32	31,777.32	77.08
Virginia and Truckee Railway	11,743.74	12,215.06	13,791.63	12,361.27	15,022.74	12,009.06
Totals	\$169,404.17	\$202,154.51	\$198,431.64	\$290,408.06	\$204,038.34	\$208,041.13

Italic figures denote deficit.

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Railroad	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1909	1910	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$414.26	\$467.26	\$1,092.20	\$474.41	\$1,506.46	\$961.67
Bullfrog-Goldfield Railway	13,182.48	6,426.56	9,989.77	5,171.66	23,122.25	11,597.21
Eureka and Palisade Railway	14,601.28		6,082.28		19,683.56	
Goldfield Cons. M. & T. Co.			14,403.18	42,792.40	14,403.18	80,679.22
Las Vegas and Tonopah Railroad	23,789.11	37,886.82	17,351.49	21,374.17	41,140.60	45,083.89
Nevada and California Railway	190,955.42	23,659.72	109,869.58	101,236.27	240,826.00	216,301.02
Nevada-California-Oregon Railway	36,836.69	114,064.76	27,482.16	20,193.91	64,318.85	61,084.19
Nevada Central Railroad	13,381.42	30,840.28	7,603.09	14,179.40	20,984.51	29,017.16
Nevada Copper Belt Railroad		14,837.76	9,769.89	439,938.29	9,769.89	37,922.30
Nevada Northern Railroad		18,044.86	389,466.97		722,410.74	836,881.49
San Pedro, Los Angeles and Salt Lake Railroad	332,943.77	386,943.20	6,891.03	19,131.43	19,919.33	36,968.01
Silver Peak Railroad	14,623.30	17,866.68	3,746.69	3,192.94	7,960.72	6,603.74
Southern Pacific Company	4,234.13	3,410.80	166,964.10	198,101.91	463,961.28	445,341.23
Tonopah and Goldfield Railroad	323,007.18	247,239.32	160,354.74	173,632.97	342,411.96	357,706.53
Tonopah and Tidewater Railroad	182,007.21	184,176.56	1,187.73	628.03	2,642.26	1,804.51
Virginia and Truckee Railway	1,464.63	976.46	71,874.78	68,815.97	151,912.01	149,549.76
Totals	\$1,176,373.01	\$1,176,582.74	\$390,569.58	\$1,128,541.19	\$2,106,942.59	\$2,306,123.93

TOTAL NEVADA INTRASTATE BUSINESS FOR THE YEARS ENDING JUNE 30, 1910 AND 1911

Railroad	Freight revenues		Passenger revenues		Other transportation revenues	
	1910	1911	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$6,737.49	\$2,636.78	\$4.06	\$5.80	\$1,325.94	\$520.88
Bullfrog-Goldfield Railroad	6,406.62		13,765.12	7,003.82	2,137.06	1,461.97
Eureka and Palisade Railway	12,168.34		12,922.44			
Goldfield Cons. M. & T. Co.	14,403.18	80,679.22	22,761.92	25,636.46	5,884.39	4,432.95
Las Vegas and Tonopah Railroad	108,306.07	89,787.61	100,216.33	93,984.64	27,110.54	25,534.60
Nevada-California-Oregon Railway	39,588.18	29,232.63	19,948.29	16,878.63	3,943.24	4,191.32
Nevada Central Railroad	4,323.94	6,949.47	16,572.96	21,983.76		
Nevada Copper Belt Railroad	4,225.23	17,821.18	3,673.76	12,233.11	1,926.11	2,366.40
Nevada Northern Railway	618,555.81	748,656.69	96,616.17	82,410.07	3,522.00	2,510.86
San Pedro, Los Angeles and Salt Lake Railroad	6,335.03	6,946.58	13,584.30	90,041.43		
Silver Peak Railroad	1,203.79	1,183.79	6,426.29	4,128.08	1,274.14	1,149.37
Southern Pacific Company	196,487.28	153,102.18	255,269.60	253,662.60	12,377.15	13,161.98
Tonopah and Goldfield Railroad	200,511.87	236,852.63	89,270.13	78,868.68	43,135.74	40,821.98
Tonopah and Tidewater Railroad	713.92	436.79	1,689.82	766.73	216.32	93.26
Virginia and Truckee Railway	68,686.12	61,906.75	79,565.70	85,062.10	815.94	1,586.29
Totals	\$1,290,682.87	\$1,449,886.52	\$729,196.88	\$708,997.31	\$108,618.59	\$103,580.04

Railroad	Revenue other than transportation		Total intrastate revenues	
	1910	1911	1910	1911
Barnwell and Searchlight Railway	\$178.46	\$434.41	\$1,506.46	\$951.67
Bullfrog-Goldfield Railroad	422.59	435.64	23,122.25	11,687.21
Eureka and Palisade Railway	364.50		19,683.56	
Goldfield Cons. M. & T. Co.			14,403.18	80,679.22
Las Vegas and Tonopah Railroad	375.95	890.33	41,140.60	45,083.89
Nevada-California-Oregon Railway	5,193.06	6,004.27	240,825.00	215,301.02
Nevada Central Railroad	869.14	1,711.11	64,315.86	51,084.19
Nevada Copper Belt Railroad	937.61	1,673.91	20,964.51	37,017.16
Nevada Northern Railway	34.80	5,601.61	9,769.59	37,622.30
Nevada Copper Belt Railroad	3,803.76	2,863.96	722,410.71	836,983.01
San Pedro, Los Angeles and Salt Lake Railroad			19,919.33	38,608.01
Silver Peak Railroad	76.50	142.00	7,980.72	6,608.74
Southern Pacific Company	17,827.22	19,634.92	483,981.28	445,341.23
Tonopah and Goldfield Railroad	4,521.21	4,929.68	349,411.95	357,708.53
Tonopah and Tidewater Railroad	12.20	42.74	2,642.26	1,504.51
Virginia and Truckee Railway	2,841.25	1,015.62	151,912.01	149,549.76
Totals	\$98,374.25	\$42,669.40	\$2,166,942.59	\$2,305,123.95

ANNUAL REPORTS
OF
Telegraph, Telephone, Express, Car Com-
panies and Electric Railways for
Years 1910 and 1911

ANNUAL REPORT OF THE GLOBE EXPRESS COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Directors—George J. Gould, New York, N. Y.; E. T. Jeffery, New York, N. Y.; Charles H. Schlacks, San Francisco, Cal.; J. F. Vaile, Denver, Colo.; J. W. Gillerly, Denver, Colo.; J. B. Andrews, Denver, Colo.

Principal Officers—President, Charles H. Schlacks, San Francisco, Cal.; Vice-President, E. T. Jeffery, New York, N. Y.; Secretary, J. B. Andrews, Denver, Colo.; Treasurer, J. W. Gillerly, Denver, Colo.; General Counsel, J. F. Vaile, Denver, Colo.; General Auditor, L. C. Keller, Denver, Colo.; General Manager, D. D. Mayo, Denver, Colo.

FACTS PERTAINING TO CONTROL OF COMPANY

Total number of stockholders, 8.

Each share of stock has one vote.

The Denver and Rio Grande Railroad Company has sole control of company. Extent of control is 99.976 per cent, giving the Denver and Rio Grande Railroad Company direct control of the Globe Express Company.

<i>State</i>	<i>MILEAGE</i>	<i>Miles</i>
Colorado		1,712.81
New Mexico		218.42
Utah		121.60
Nevada		422.00
California		428.80
Total		2,903.63

NOTE—All steam road mileage.

STOCKS AND BONDS

Number of shares of common stock authorized.....	50,000
Number of shares of preferred stock authorized.....	None
Par value of common stock, per share.....	\$100.00
Total par value of common stock outstanding.....	\$3,000,700.00
Dividends declared on common stock during year.....	9 per cent
Dividends declared on common stock during year.....	\$270,063.00
Funded or bonded indebtedness.....	None

Assets CURRENT ASSETS AND LIABILITIES

Cash	\$227,825.93
Bills receivable	
Due from agents.....	28,893.85
Due from solvent companies and individuals.....	27,037.08
Traffic balances due from other companies.....	159.65
Other cash assets (excluding materials and supplies).....	704.02
Total cash and current assets.....	\$284,620.53
Balance—Current liabilities.....	
Total	\$284,620.53
<i>Liabilities</i>	
Unpaid money orders, travelers' checks, etc.....	\$24,977.24
Loans and bills payable	
Audited vouchers and accounts.....	14,537.01
Wages and salaries.....	26,904.14
Traffic balances due to other companies.....	15,220.49
Dividends not called for.....	
Matured interest coupons unpaid.....	
Express privileges	33,800.88
Miscellaneous	2,752.99
Total current liabilities.....	\$118,192.75
Balance—Cash assets	166,427.78
Total	\$284,620.53

ANNUAL REPORT OF GLOBE EXPRESS COMPANY—*Continued*

COST OF REAL PROPERTY AND EQUIPMENT

<i>Account—</i>	<i>Total Cost to June 30, 1910</i>	<i>Total Cost to June 30, 1911</i>
Real estate used in operation.....		
Buildings and fixtures used in operation.....		\$2,522.60
<i>Equipment—</i>		
Cars		
Horses	11,500.00	13,239.55
Vehicles	10,590.00	21,416.10
Other equipment.....	30,174.89	49,974.27
Total.....	\$52,264.89	\$87,152.52

ADJUSTMENT OF ANNUAL INVENTORY

<i>Account—</i>	<i>Inventory Value June 30, 1910</i>	<i>Inventory Value June 30, 1911</i>
Office equipment.....	\$19,956.64	\$33,295.23
Horses	11,500.00	13,239.55
Vehicles	10,590.00	21,416.10
Stable equipment	1,702.25	2,368.70
Transportation equipment	8,916.00	14,310.34
Total	\$52,264.89	\$84,629.92

INCOME ACCOUNT

Gross receipts from operation.....	\$700,429.51
Express privileges, Dr.....	350,332.44
Operating revenues	\$350,097.07
Operating expenses	324,337.18
Net operating revenues.....	\$25,759.89
Net revenue from outside operations.....	
Total net revenue.....	\$25,759.89
Taxes accrued.....	9,812.15
Operating income.....	\$15,947.74
<i>Other income—</i>	
Separately operated properties—Profit.....	
Dividends declared on stocks owned or controlled.....	
Interest accrued on funded debt owned or controlled.....	\$7,325.00
Income from other permanent investments.....	
Miscellaneous income	172,478.57
Total other income.....	\$179,803.57
Gross corporate income.....	\$195,751.31
Total deduction from gross corporate income.....	
Net corporate income.....	\$195,751.31
<i>Disposition of net corporate income—</i>	
Dividends declared on common stock, 6%.....	180,042.00
Balance carried forward to credit of profit and loss.....	\$15,709.31
<i>Debit</i>	
Dividends declared out of surplus, 3% on common stock.....	\$90,021.00
Balance credit, June 30, 1911, carried to balance sheet.....	329,667.44
Total	\$419,688.44

PROFIT AND LOSS ACCOUNT

REPORT OF THE RAILROAD COMMISSION OF NEVADA 255

ANNUAL REPORT OF GLOBE EXPRESS COMPANY—Continued

Credit

Balance June 30, 1910.....	\$403,979.13
Balance for year brought forward from income account.....	15,709.31
Total	\$419,688.44

GROSS EARNINGS AND EXPENSES IN NEVADA

Gross intrastate revenue	\$601.65
Gross revenue on interstate received business.....	3,186.31
Gross revenue on interstate forwarded business.....	1,048.30
Total revenue due to Nevada business.....	\$4,836.26
Terminal expenses paid in Nevada.....	\$988.30

AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES

Name	Per cent of gross receipts paid	Amount
Denver and Rio Grande Railroad.....	50%	\$287,319.63
Rio Grande Southern Railroad.....	50%	16,901.14
Florence and Cripple Creek Railroad.....	50%	3,989.61
Beaver, Penrose and Northern Railway.....	50%	246.25
San Luis Southern Railway.....	50%	570.36
Western Pacific Railway.....	50%	41,030.64
Quincey Western Railway.....	40%	132.50
Boca and Loyalton Railroad.....	50%	142.31
Total		\$350,332.44

OPERATING REVENUES

Express revenue.....	\$693,452.37
Money orders, domestic.....	4,723.12
Money orders, foreign.....	54.25
Miscellaneous revenues	2,199.77
Total revenues	\$700,429.51

OPERATING EXPENSES

Item	Amount	Ratio to total operating expenses
Maintenance.....	\$9,466.02	2.92%
Traffic expenses	16,785.70	5.18%
Transportation expenses.....	249,877.83	77.04%
General expenses.....	48,207.63	14.86%
Total	\$324,337.18	100.00%
Ratio of operating expenses to operating revenues.....		92.64%

TAXES AND ASSESSMENTS

State or Territory	Amount paid on real and personal property	Total
Colorado	\$6,427.46	\$6,427.46
New Mexico.....	38.37	38.37
Utah		50.00
Nevada		112.75
California.....		576.37
Internal revenue, United States Government.....		2,607.20
Total.....	\$6,465.83	\$9,812.15

COMPARATIVE GENERAL BALANCE SHEET

Expenditures for real property.....	\$2,522.60
Expenditures for equipment.....	84,029.92
Funded debt owned.....	153,035.00
Cash and current assets.....	284,620.53

256 REPORT OF THE RAILROAD COMMISSION OF NEVADA

ANNUAL REPORT OF GLOBE EXPRESS COMPANY—Continued

Materials and supplies.....	1,751.26
Sinking, insurance and other funds.....	57,189.18
Franchises	2,925,214.55
Grand total	\$3,508,963.04
<i>Liabilities</i>	
Capital stock.....	\$3,000,700.00
Funded debt.....	
Current liabilities.....	118,192.75
Guaranty reserve	57,189.18
Accrued taxes	3,213.67
Profit and loss.....	329,667.44
Grand total	\$3,508,963.04
Number of express offices in the United States.....	198
Number of express offices in the State of Nevada.....	20

ANNUAL REPORT OF THE AMERICAN EXPRESS COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Directors—James C. Fargo, New York, N. Y.; Lewis Cass Ledyard, New York, N. Y.; Francis F. Flagg, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; William H. Seward, Auburn, N. Y.; Charles M. Pratt, New York, N. Y.; John H. Bradley, New York, N. Y.; J. Horace Harding, New York, N. Y.

Principal Officers—President, James C. Fargo, New York, N. Y.; First Vice-President, Lewis Cass Ledyard, New York, N. Y.; Vice-President, Francis F. Flagg, New York, N. Y.; Secretary, William H. Seward, New York, N. Y.; Vice-President and Treasurer, James F. Fargo, New York, N. Y.; General Counsel, Carter, Ledyard & Milburn, New York, N. Y.; Comptroller, William E. Powelson, New York, N. Y.; Vice-President and General Manager, Henry S. Julier, New York, N. Y.; Vice-President and General Manager, George C. Taylor, Chicago, Ill.; Manager of Foreign Department (United States and Canada), Marcellus F. Berry, New York, N. Y.; Manager of Foreign Department (Europe), William S. Dalliba, Paris, France; Manager Department of Equipment and Supplies, Elisha Flagg, New York, N. Y.; Vice-President and General Traffic Manager, John H. Bradley, New York, N. Y.; Assistant General Traffic Manager, E. E. Bush, New York, N. Y.

FACTS PERTAINING TO CONTROL OF COMPANY

Total number of shareholders, 3,900.

Each share of stock has one vote.

	MILEAGE	Miles
Total over steam roads.....		54,339.32
Total over electric lines.....		590.70
Steamboat lines		1,912.25
Stage lines.....		23.50
Bridges		4.68
Ferries.....		7.50
Total		56,877.95
Mileage in Nevada.....		441.00

MILEAGE COVERED IN OUTSIDE OPERATIONS

Ocean-going mileage.....	63,284.00
Mileage in foreign countries.....	6,022.00
Total	74,306.00

ANNUAL REPORT OF AMERICAN EXPRESS COMPANY—Continued

STOCKS AND BONDS

Number of shares of capital stock authorized.....	180,000
Par value of capital stock, per share.....	\$100.00
Total par value of capital stock authorized.....	\$18,000,000.00
Total par value of capital stock outstanding.....	\$18,000,000.00
Dividends declared on capital stock during year.....	12 per cent
Dividends declared on capital stock during year.....	\$2,119,200.00
Funded or bonded indebtedness.....	None

Assets

CURRENT ASSETS AND LIABILITIES

Cash.....	\$6,229,429.38
Bills receivable.....	
Due from agents.....	2,427,730.00
Due from solvent companies and individuals.....	307,427.10
Traffic balances due from other companies.....	295,416.48
Other cash assets.....	
Guarantees against travelers' checks and letters of credit outstanding.....	3,647,984.66
Deferred and suspended accounts.....	147,192.62
Due from foreign offices and banks.....	4,507,346.91
Total cash and current assets.....	\$17,562,527.24
Balance—Current liabilities.....	541,391.46
Total.....	\$18,103,918.70

Liabilities

Unpaid money orders, travelers' checks, etc.....	\$12,083,168.90
Loans and bills payable.....	
Audited vouchers and accounts.....	867,509.79
Wages and salaries.....	1,025,847.85
Traffic balances due to other companies.....	207,664.70
Dividends not called for.....	555,034.24
Matured interest coupons unpaid.....	
Express privileges.....	1,428,955.36
Miscellaneous.....	
Other accounts payable.....	29,939.94
Due to banks and bankers.....	1,003,179.90
Deferred and suspended accounts.....	2,618.02
Total current liabilities.....	\$18,103,918.70
Balance—Cash assets.....	
Total.....	\$18,103,918.70

COST OF REAL PROPERTY AND EQUIPMENT

<i>Account—</i>	<i>Total Cost to June 30, 1910</i>	<i>Total Cost to June 30, 1911</i>
Real estate used in operation.....		\$3,734,887.02
Buildings and fixtures used in operation.....	\$7,448,571.20	3,895,348.90
<i>Equipment—</i>		
Cars.....		
Horses.....	870,341.94	1,002,669.87
Vehicles.....	601,790.55	709,083.38
Other equipment.....	1,020,273.69	997,864.74
Total.....	\$9,940,977.38	\$10,339,853.91

ADJUSTMENT OF ANNUAL INVENTORY

<i>Account—</i>	<i>Inventory Value June 30, 1910</i>	<i>Inventory Value June 30, 1911</i>
Office equipment.....	\$809,933.13	\$786,631.89
Horses.....	870,341.94	1,002,669.87
Vehicles.....	601,790.55	709,083.38

258 REPORT OF THE RAILROAD COMMISSION OF NEVADA

ANNUAL REPORT OF AMERICAN EXPRESS COMPANY—Continued

Stable equipment	74,628.87	80,507.18
Transportation equipment.....	135,711.69	130,725.67
Total.....	\$2,492,406.18	\$2,709,617.99

INCOME ACCOUNT

Gross receipts from operation	\$41,683,196.15
Express privileges, Dr.	19,372,526.37

Operating revenues	\$22,310,669.78
Operating expenses.....	18,996,797.86

Net operating revenue.....	\$3,313,871.92
Net revenue from outside operations.....	

Total net revenue.....	\$3,313,871.92
Taxes accrued.....	353,357.60

Operating income	\$2,960,514.32
------------------------	----------------

Other Income—

Separately operated properties—Profit.....	
Dividends declared on stocks owned or controlled.....	\$1,167,038.61
Interest accrued on funded debt owned or controlled.....	201,999.93
Income from other permanent investments.....	84,080.77
Miscellaneous income.....	52,442.33

Total other income.....	\$1,505,561.64
Gross corporate income.....	\$4,466,075.96

Deductions from Gross Corporate Income—

Separately operated properties—Loss.....	
Interest accrued on funded debt.....	
Other interest	\$29,837.18
Sinking funds chargeable to income.....	
Hire of equipment.....	10,396.23
Amortization of premium and discount on bonds.....	9,834.42
Other deductions.....	

Total deductions from gross corporate income.....	\$50,067.83
---	-------------

Net corporate income.....	\$4,416,008.13
Deductions from net corporate income.....	

Balance carried forward to credit of profit and loss.....	\$4,416,008.13
---	----------------

Debit

PROFIT AND LOSS ACCOUNT

Loss on sale of securities.....	\$2,518.87
Disbursements for expenses in current year which are applicable to period prior to July 1, 1910.....	47,371.21
Amortization of premiums and discount on bonds owned which is applicable to period prior to July 1, 1910.....	5,042.74
To correct errors in financial earnings for month of December, 1909....	4,955.09
Bad debts	3,923.16
Dividends declared out of surplus, 12 per cent.....	2,119,200.00
Balance credit, June 30, 1911, carried to balance sheet.....	20,758,071.87

Total.....	\$22,941,082.94
------------	-----------------

Credit

Balance, June 30, 1910.....	\$18,389,149.24
Balance for year brought forward from income account.....	4,416,008.13
Receipts during current year which were applicable to period prior to July 1, 1910.....	3,167.03
Credits received in readjustment of expenses included in period prior to July 1, 1910	2,798.21

REPORT OF THE RAILROAD COMMISSION OF NEVADA 259

ANNUAL REPORT OF AMERICAN EXPRESS COMPANY—Continued

Dividends received which were applicable to period prior to July 1, 1910.....	53,401.50
Value of building on leased ground which was included in charge to operating expenses prior to July 1, 1910.....	40,960.08
Value of equipment charged to operating expenses prior to July 1, 1910, which should have been charged to capital account.....	9,184.62
Profit on sale of real estate.....	19,504.64
Profit on sale of securities.....	6,904.40
Profit on sale of building on leased ground.....	5.00
Balance debit, June 30, 1911, carried to balance sheet.....	
Total.....	\$22,941,082.94

OPERATING REVENUES

Total revenue from transportation.....	\$39,981,308.29
Total revenue from operations other than transportation.....	1,701,887.86
Gross receipts from operation.....	\$41,683,196.15

GROSS EARNINGS AND EXPENSES IN NEVADA

Gross intrastate forwarded revenue.....	\$5,625.65
Gross interstate forwarded revenue.....	7,709.93
Gross intrastate and interstate received revenue.....	32,590.79
Less gross intrastate forwarded revenue.....	\$5,625.65
Total revenue due to Nevada business.....	\$40,300.72
Terminal expenses paid in Nevada.....	\$4,945.05

AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES

Las Vegas and Tonopah Railroad.....	\$1,760.04
San Pedro, Los Angeles and Salt Lake Railroad.....	135,060.65
To all other carriers not operating in Nevada.....	19,235,705.68
Total.....	\$19,372,526.37

OPERATING EXPENSES

Maintenance.....	\$688,306.75
Traffic expenses.....	311,618.47
Transportation expenses.....	16,582,961.53
General expenses.....	1,413,911.11
Total.....	\$18,996,797.86
Ratio of operating expenses to operating revenues.....	85.15%

TAXES AND ASSESSMENTS

<i>State or Territory</i>	<i>Amount paid on real and personal property</i>	<i>Total</i>
Nevada.....		\$379.15
All other States and countries.....	\$119,806.13	352,978.45
Total.....	\$119,806.13	\$353,357.60

COMPARATIVE GENERAL BALANCE SHEET

<i>Assets</i>	
Expenditures for real property.....	\$7,630,235.92
Expenditures for equipment.....	2,709,617.90
Stocks owned.....	21,660,513.10
Funded debt owned.....	5,225,972.94
<i>Other Permanent Investments—</i>	
Physical property.....	1,926,625.01
Securities.....	158,775.00
Cash and current assets.....	17,562,527.24

ANNUAL REPORT OF AMERICAN EXPRESS COMPANY—Continued

Other Assets—

Materials and supplies.....	165,255.07
Sinking, insurance and other funds.....	
Membership in New York Produce Exchange.....	325.00
Profit and loss.....	

Grand total \$57,039,847.27

Liabilities

Capital stock.....	\$18,000,000.00
Funded debt.....	
Current liabilities.....	18,103,918.70
Accrued interest on funded debt not yet payable.....	
Employees' surety fund, reserve.....	108,149.02
Insurance fund—Reserve for fire and accident.....	69,707.68
Profit and loss.....	20,758,071.87

Grand total \$57,039,847.27

Number of express offices in the United States..... 7,212
 Number of express offices in the State of Nevada..... 12

ANNUAL REPORTS OF WELLS, FARGO & COMPANY FOR THE YEARS ENDING JUNE 30, 1910 AND 1911

Directors—Charles A. Peabody, New York, N. Y.; John J. McCook, New York, N. Y.; F. D. Underwood, New York, N. Y.; H. E. Huntington, San Francisco, Cal.; H. W. DeForest, New York, N. Y.; W. F. Herrin, San Francisco, Cal.; William Mahl, New York, N. Y.; Paul M. Warburg, New York, N. Y.; Richard Delafield, New York, N. Y.; E. A. Stedman, Chicago, Ill.; L. F. Loree, New York, N. Y.; W. V. S. Thorne, New York, N. Y.; William Sproule, New York, N. Y.

Principal Officers—President and Chairman of the Board, William Sproule, New York, N. Y.; Vice-President and General Manager, Atlantic Department, E. A. Stedman, Chicago, Ill.; Vice-President and General Manager, Central Department, R. A. Wells, Kansas City, Mo.; Vice-President and General Manager, Pacific Department, A. Christeson, San Francisco, Cal.; Secretary, A. W. Zimmerman, New York, N. Y.; Treasurer, A. W. Zimmerman, New York, N. Y.; General Counsel, C. W. Stockton, New York, N. Y.; General Auditor, Richard Burr, New York, N. Y.; Traffic Manager, J. D. Ludlow, New York, N. Y.; Assistant Traffic Manager, George S. Lee, New York, N. Y.

FACTS PERTAINING TO CONTROL OF COMPANY

Total number of stockholders, 1,484 in 1910 and 1,993, in 1911. Each share of stock has one vote.

	MILEAGE	1910	1911
Steam roads.....		45,152.44	45,446.75
Electric lines.....		1,650.92	1,909.08
Steamboat lines.....		480.87	10,475.86
Stage lines.....		708.12	639.87
Miscellaneous lines.....		3,550.49	
Total.....		51,522.84	58,471.56
Ocean-going mileage.....		9,397.00	9,397.00
Mileage in foreign countries.....		1,450.97	
Total mileage operated.....		62,370.81	67,868.56
	IN NEVADA		
Steam roads.....		1,674.56	1,278.87
Electric lines.....			
Steamboat mileage.....		20.25	20.25
Stage lines.....		93.25	41.25
Total mileage operated in Nevada.....		1,788.06	1,340.37

ANNUAL REPORTS OF WELLS, FARGO & Co.—Continued

STOCKS AND BONDS		
	1910	1911
Number of shares of common stock authorized.....	\$240,000	240,000
Number of shares of preferred stock authorized.....	.....	.....
Par value of common stock, per share.....	\$100.00	\$100.00
Total par value outstanding, common stock.....	\$23,967,400.00	\$23,967,400.00
Dividends declared during year, common stock.....	*310%	10%
Dividends declared during year, common stock.....	\$25,598,370.00	\$2,396,740.00
Funded debt.....	None	None

CURRENT ASSETS AND LIABILITIES		
<i>Assets</i>		
Cash.....	\$4,543,363.69	\$2,465,931.42
Bills receivable.....	.....	.....
Due from agents.....	2,390,803.02	2,024,197.29
Due from solvent companies and individuals.....	826,328.46	301,145.85
Traffic balances due from other companies.....	39,113.08	116,519.15
Other cash assets.....	.....	.....
Agents' drafts.....	.....	65,365.46
Total cash and current assets.....	\$7,799,608.25	\$4,973,159.17
Balance—Current liabilities.....	.....	184,727.62
Total.....	\$7,799,608.25	\$5,157,886.79
<i>Liabilities</i>		
Unpaid money orders, travelers' checks, etc.....	\$1,606,938.13	\$917,194.90
Loans and bills payable.....	.....	.....
Audited vouchers and accounts.....	490,544.31	320,414.80
Wages and salaries.....	448,774.80	648,763.60
Traffic balances due other companies.....	182,717.50	222,281.63
Dividends not called for.....	1,218,855.00	1,214,891.66
Matured interest coupons not paid.....	.....	.....
Express privileges.....	2,134,082.44	1,736,350.87
Miscellaneous.....	.....	.....
Taxes accrued.....	62,294.59	97,989.33
Agents' drafts.....	66,580.31	.....
Total current liabilities.....	\$6,212,737.08	\$5,157,886.79
Balance—Cash assets.....	1,586,871.17	.....
Total.....	\$7,799,608.25	\$5,157,886.79

TOTAL COST OF REAL PROPERTY AND EQUIPMENT

<i>Account</i>	To June 30, 1910	To June 30, 1911
Real estate used in operation.....	\$734,817.99	\$322,286.24
Buildings and fixtures used in operation.....	1,207,554.90	2,021,897.00
Equipment—Cars.....	380,168.50	375,822.50
Horses.....	558,047.80	514,425.95
Vehicles.....	485,567.19	506,816.46
Other equipment.....	885,782.78	891,341.01
Total.....	\$4,251,939.16	\$5,132,589.16

ADJUSTMENT OF ANNUAL INVENTORY

<i>Account</i>	June 30, 1910	June 30, 1911
Office equipment.....	\$675,967.20	\$701,650.86
Horses.....	558,047.80	514,425.95
Vehicles.....	485,567.19	506,816.46
Stable equipment.....	85,685.55	83,446.43
Transportation equipment.....	124,140.08	106,243.72
Total.....	\$1,929,397.77	\$1,912,583.42

*By unanimous vote of the stockholders at a special meeting duly called for the purpose on December 23, 1909, the capital stock of the company was increased in pursuance of its charter powers from \$8,000,000 to \$24,000,000, the stockholders of record being given the privilege of subscribing for the increased capital stock at par. The regular semiannual dividend of 5 per cent was declared upon the old capitalization of \$8,000,000 from the earnings of 1909, and a special dividend of 300 per cent was declared by the directors on December 23, 1909, from the accumulated profits and investments of the company from the time of its organization to that date. In June, 1910, a dividend of 5 per cent was declared upon the capital stock issued and outstanding, \$23,967,400, the total amount declared in dividends, regular and special, during the year being \$25,598,370.

ANNUAL REPORTS OF WELLS, FARGO & Co.—Continued

	1910	1911
INCOME ACCOUNT		
Gross receipts from operation.....	\$27,178,661.94	\$25,167,427.79
Express privileges, Dr.....	12,866,364.39	11,796,021.01
Operating revenues.....	\$14,312,287.55	\$13,371,406.78
Operating expenses.....	10,949,561.02	10,996,791.68
Net operating revenue.....	\$3,362,726.53	\$2,375,615.10
Net revenue from outside operations.....	8,365.86	27,065.21
Total net revenue.....	\$3,371,092.39	\$2,402,680.31
Taxes accrued.....	187,617.83	248,909.50
Operating income.....	\$3,183,474.56	\$2,153,770.81
Other income—Separately operated properties—Profit.....		
Dividends declared on stocks owned or controlled.....	268,516.00	374,330.38
Interest accrued on funded debt owned or controlled.....	132,176.81	301,891.49
Income from other permanent investments.....	428,627.27	277,359.61
Miscellaneous income.....	811,747.53	395,711.52
Total other income.....	\$1,641,066.61	\$1,349,293.00
Gross corporate income.....	4,824,541.17	3,503,063.81
Deductions from gross corporate income—Other deductions.....		13,171.31
Total deductions from gross corporate income.....		\$13,171.31
Net corporate income.....	\$4,824,541.17	3,489,892.50
Disposition of net corporate income—Dividends on common stock, 10 per cent.....	1,598,370.00	2,396,740.00
Balance carried to credit of profit and loss.....	\$3,226,171.17	\$1,093,152.50

Debit PROFIT AND LOSS ACCOUNT, 1911		
Balance, June 30, 1910.....		
Sundry debits for year.....		\$74,886.78
To real estate reserve.....		3,100.00
Balance credit, June 30, 1911, carried to balance sheet.....		4,673,790.94
Total.....		\$4,751,777.72
Credit		
Balance, June 30, 1910.....		\$3,657,054.77
Balance for year brought forward from income account.....		1,093,152.50
Sundry credits for year.....		1,570.45
Balance debit, June 30, 1911.....		
Total.....		\$4,751,777.72

Account	OPERATING REVENUES	
Express revenue.....	\$26,716,963.99	\$24,725,879.53
Miscellaneous transportation revenue.....	3,495.89	4,554.36
Custom house brokerage fees.....	26,514.96	20,727.25
Order and commission department.....	3,680.51	3,200.82
Rents of buildings and other property.....	8,755.97	4,760.00
Money orders—Domestic.....	149,214.18	141,835.90
Money orders—Foreign.....	643.23	815.04
Travelers' checks.....	14,323.99	15,924.05
C. O. D. checks.....	231,048.70	227,467.46
Telegraphic transfers.....	5,759.67	6,331.90
Letters of credit.....		
Other revenue—Financial department.....	12,816.84	12,411.42
Miscellaneous revenue.....	5,434.01	3,470.06
Gross receipts from operation.....	\$27,178,661.94	\$25,167,427.79

Account	GROSS EARNINGS AND EXPENSES IN NEVADA	
Gross intrastate revenue.....	\$79,550.40	\$86,441.06
Gross interstate received revenue.....	435,332.13	369,530.39
Gross interstate forwarded revenue.....	143,573.10	146,834.30
Total revenue due to Nevada business.....	\$658,455.63	\$572,805.75
Terminal expenses in Nevada.....	113,018.46	72,547.91

ANNUAL REPORTS OF WELLS, FARGO & Co.—Continued

AMOUNTS PAID TO OTHER CARRIERS IN NEVADA FOR EXPRESS PRIVILEGES

<i>Road</i>	<i>Per cent of gross</i>	<i>1910</i>	<i>1911</i>
Bullfrog-Goldfield Railroad	40	\$1,847.29	\$1,343.55
Eureka and Palisade Railway (1c per lb.)	--	1,792.94	-----
Las Vegas and Tonopah Railroad	50	3,518.39	438.39
Nevada-California-Oregon Railway	50	7,907.42	7,651.63
Nevada Central Railroad	50	1,270.86	1,439.44
Nevada Copper Belt Railroad	40	265.93	889.54
Nevada Northern Railway	50	10,094.90	8,326.98
San Pedro, Los Angeles and Salt Lake Railroad	50	98,775.35	16,716.34
Silver Peak Railroad	40	458.26	353.56
Southern Pacific Company	40	1,965,852.18	2,012,800.09
Tonopah and Goldfield Railroad	50	22,046.13	20,502.43
Tonopah and Tidewater Railroad	50	6,234.68	4,978.81
Virginia and Truckee Railway	50	8,867.30	8,343.14
Total		\$2,128,931.53	\$2,083,783.90

<i>Account</i>	OPERATING EXPENSES	
Maintenance	\$429,136.67	\$497,730.40
Traffic expenses	188,476.70	195,926.26
Transportation expenses	9,568,226.28	9,534,327.82
General expenses	773,722.37	767,807.20
Total	\$10,949,561.02	\$10,995,791.68
Ratio of operating expenses to operating revenues	76.50%	82.23%

TAXES AND ASSESSMENTS

	<i>Real and personal</i>	<i>Total</i>
Taxes paid in Nevada, 1910	\$46.61	\$2,543.26
Taxes paid in Nevada, 1911	9.01	2,793.16
All taxes paid on system, 1910	52,498.05	187,867.83
All taxes paid on system, 1911	60,359.05	248,909.50

Assets COMPARATIVE GENERAL BALANCE SHEET

Expenditures for real property	\$1,942,372.89	\$2,844,183.24
Expenditures for equipment	2,309,566.27	2,288,405.92
Stocks owned	3,756,506.76	4,098,065.37
Funded debt owned	4,183,762.28	9,979,044.16
Other permanent improvements—Physical property	2,146,923.48	2,135,506.76
Securities	5,783,807.01	6,116,099.96
Cash and current assets	7,799,606.25	4,973,159.17
Other assets—Materials and supplies	107,556.21	78,184.78
Unexpired insurance premium	40,331.50	3,192.45
Loans	5,730,000.00	-----
Partial payments on account real estate and buildings in course of construction thereon	321,933.62	44.40
Advance payments on contracts	-----	1,600,000.00
Profit and loss	-----	-----
Grand total	\$34,122,367.27	\$34,115,888.21

Liabilities

Capital stock	\$23,967,400.00	\$23,967,400.00
Funded debt	-----	-----
Current liabilities	6,212,737.08	5,157,886.79
Accrued interest on funded debt not yet payable	-----	-----
Real estate reserve	252,127.10	262,586.84
Refrigerator car replacement	33,048.32	54,223.64
Profit and loss	3,657,054.77	4,673,790.94
Grand total	\$34,122,367.27	\$34,115,888.21
Number of express offices in the United States	5,100	5,100
Number of express offices in Nevada	74	75

ANNUAL REPORTS OF THE PULLMAN COMPANY FOR THE YEARS
ENDING JUNE 30, 1910 AND 1911

Name: THE PULLMAN COMPANY, organized under the laws of Illinois.

Directors—Henry C. Hulbert, Robert T. Lincoln, Norman B. Ream, William K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, W. Seward Webb, John J. Mitchell, Chauncey Keep, George F. Baker, John S. Runnells.*Officers*—Chairman of the Board, Robert T. Lincoln, Chicago, Ill.; President, John S. Runnells, Chicago, Ill.; Secretary, A. S. Weinsheimer, Chicago, Ill.; Treasurer, L. S. Taylor, Chicago, Ill.; Assistant to the President, Charles S. Sweet, Chicago, Ill.

REPORT OF MILEAGE AND INCOME ACCOUNT

	1910	1911
Total mileage.....	214,009	187,985
Gross earnings of cars.....	\$35,365,321.42	\$35,697,582.08
Operating expenses, including taxes and amount provided for depreciation of property.....	24,601,071.83	26,746,647.52
Net earnings.....	\$10,764,249.59	\$8,950,934.56

TAXES AND DIVIDENDS

Taxes paid (included in operating expenses).....	\$680,981.30	\$830,171.59
Dividends (from all branches of the company's business) .	8,798,996.00	9,807,371.67

NEVADA BUSINESS

Nevada mileage.....	1,332.30	1,679.79
Total number of cars in regular operation in State of Nevada, including the number passing through the State, the number from within to without, and the num- ber from without to within: Standard.....	32,696	32,647
Tourist.....	13,810	14,511
Total average (daily).....	46,506	47,158
Gross revenue from earnings of cars, segregated to Nevada on a mileage basis.....	\$220,164.65	\$318,986.24
Operating expenses, segregated on same basis.....	155,807.94	239,001.79
Net revenue from earnings of cars, segregated on above basis.....	\$64,356.71	\$79,984.45
Taxes paid in Nevada.....	\$2,944.62	\$3,261.89

Assets FINANCIAL STATEMENT: 1911 ONLY

Cost of property and equipment.....	\$116,026,014.75
Stocks owned.....	7,021,773.61
Funded debt owned.....	2,224,737.07
Other permanent investments.....	
Land owned.....	38,967.37
Cash.....	10,099,427.65
Bills receivable.....	13,004.35
Due from agents and conductors.....	416,875.88
Due from solvent companies and individuals.....	1,622,863.14
Materials and supplies.....	3,608,638.06
Sinking, insurance, and other funds.....	216,660.50
Sundries (renewals, suspensions).....	6,104.41
Grand total.....	\$141,193,086.79

Liabilities

Capital stock.....	\$120,000,000.00
Audited vouchers and accounts.....	2,208,702.91
Wages and salaries.....	576,125.82
Dividends not called for.....	14,591.50
Matured interest coupons unpaid.....	80.00
Miscellaneous.....	172,388.44
Dividends accrued on capital stock.....	1,699,916.67
Depreciation on cars.....	8,750,000.00
Depreciation account.....	1,081,576.62
Depreciation on equipment.....	3,548,139.75

ANNUAL REPORT OF THE PULLMAN COMPANY—Continued

Insurance reserve fund account.....	237,474.51
Other miscellaneous reserve accounts.....	57,077.57
Profit and loss.....	2,946,993.00
Grand total.....	\$141,193,066.79

ANNUAL REPORTS OF THE NEVADA INTERURBAN RAILWAY
COMPANY FOR THE YEARS ENDING JUNE 30, 1910 AND 1911

Directors—L. W. Berrum, Reno, Nevada; Charles J. Sadlier, Reno, Nevada; George W. Perkins, Reno, Nevada; J. M. Short, Reno, Nevada; Fred Grob, Reno, Nevada.

Principal Officers—President, L. W. Berrum, Reno, Nevada; First Vice-President, Charles J. Sadlier, Reno, Nevada; Secretary, S. H. Rosenthal, Reno, Nevada; Treasurer, Fred Grob, Reno, Nevada; General Counsel, B. F. Curler, Reno, Nevada; General Manager, L. W. Berrum, Reno, Nevada; Traffic Manager, L. W. Berrum, Reno, Nevada.

MILEAGE

Extends from Reno, Nevada, to Moana Springs, Nevada.....3½ miles

CAPITAL STOCK AND FUNDED DEBT

	1910	1911
Shares of capital stock authorized.....	100,000	100,000
Value per share.....	\$10.00	\$10.00
Par value authorized.....	1,000,000.00	1,000,000.00
Par value outstanding.....	44,695.00	44,695.00
Par value in treasury.....	955,305.00	955,305.00
Dividends paid during year.....		
Funded debt.....		
Total capital stock and funded debt outstanding.....	44,695.00	44,695.00
Amount per mile of road.....	12,770.00	12,770.00

COST OF ROAD AND EQUIPMENT

Cost of road to June 30th.....	\$47,609.24	\$47,773.24
Cost of equipment to June 30th.....	14,895.76	14,895.76
General expenditures to June 30th.....	9,794.18	15,262.00
Total.....	\$72,299.18	\$77,931.00

INCOME ACCOUNT

Operating revenues.....	\$10,184.30	\$6,101.65
Operating expenses.....	10,085.58	5,631.82
Operating income or loss.....	\$98.77	\$469.83
Taxes.....	166.49	
Deficit at close of year.....	\$67.72	\$469.83

OPERATING EXPENSES

Maintenance of way and structures.....	\$550.75	\$180.00
Maintenance of equipment.....	1,949.99	531.94
Traffic expenses.....		
Conducting transportation.....	4,019.20	2,650.84
General and miscellaneous expenses.....	3,565.59	2,269.04
Total operating expenses.....	\$10,085.53	\$5,631.82

Italic figures denote deficit.

ANNUAL REPORT OF THE RENO TRACTION COMPANY FOR THE YEAR
ENDING JUNE 30, 1911

Directors—H. Fleishacker, San Francisco, Cal.; Joseph Martin, San Francisco, Cal.; John A. Buck, San Francisco, Cal.; M. Fleishacker, San Francisco, Cal.; Alden Anderson, San Francisco, Cal.; William Matson, San Francisco, Cal.; Wellington Gregg, Jr., San Francisco, Cal.

ANNUAL REPORT OF THE RENO TRACTION COMPANY—Continued

Principal Officers—Chairman of the Board and President, H. Fleishacker, San Francisco, Cal.; First Vice-President, John A. Buck, San Francisco, Cal.; Secretary, Joseph Martin, San Francisco, Cal.; Treasurer, M. Fleishacker, San Francisco, Cal.; General Counsel, S. C. Scheeline, San Francisco, Cal.; Auditor, H. A. Mitchell, San Francisco, Cal.; General Manager, Sam L. Napptaly, San Francisco, Cal.

MILEAGE

Extends from Reno, Nevada, to Sparks, Nevada, with branch lines in the City of Reno, Nevada.....	7.52 miles
--	------------

STOCKS AND BONDS

Shares of capital stock authorized.....	20,000
Value per share.....	\$50.00
Par value authorized.....	1,000,000.00
Par value outstanding.....	1,000,000.00
Dividends paid during year.....	
Funded debt authorized.....	1,000,000.00
Funded debt outstanding.....	136,000.00
Funded debt in treasury.....	884,000.00
Amount of interest paid during year.....	2,000.00
Total capital stock and funded debt outstanding.....	1,136,000.00
Total capital stock and funded debt per mile of road.....	151,064.00

Assets CURRENT ASSETS AND LIABILITIES

Cash.....	\$1,840.50
Office fund account.....	250.00
Accounts receivable.....	410.80
Materials and supplies.....	489.18
Total cash and current assets.....	\$2,990.48
Balance—Current liabilities.....	40,070.86
Total.....	\$43,061.34
<i>Liabilities</i>	
Loans and notes payable.....	\$35,000.00
Accounts payable.....	8,061.34
Total current liabilities.....	\$43,061.34
Balance—Cash assets.....	
Total.....	\$43,061.34

INCOME ACCOUNT

Operating revenues.....	\$51,055.93
Operating expenses.....	38,466.97
Net operating revenue.....	\$12,588.96
Miscellaneous income.....	30.46
Gross income less operating expenses.....	\$12,619.42
Taxes on real and personal property.....	\$672.38
Taxes on capital stock.....	100.00
Taxes on earnings.....	375.56
Interest on funded debt.....	2,000.00
Interest on floating debt.....	2,067.41
Net income.....	\$7,414.07
Surplus for year.....	\$7,414.07
Surplus at beginning of year.....	34,751.62
Total surplus on June 30, 1911.....	\$42,165.69

OPERATING REVENUES

Passenger revenue.....	\$49,932.30
Express revenue.....	89.10
Station and car privileges.....	133.33
Miscellaneous revenue.....	931.66
Total operating revenue.....	\$51,086.39

ANNUAL REPORT OF THE RENO TRACTION COMPANY—*Continued*

OPERATING EXPENSES

Maintenance of way and structures	\$5,134.48
Maintenance of equipment	5,875.01
Traffic expenses	
Conducting transportation	21,875.43
General and miscellaneous expenses	5,582.05
Total operating expenses	\$38,466.97
Ratio of operating expenses to operating revenues	75.34%

Assets COMPARATIVE GENERAL BALANCE SHEET

Cost of road	\$1,217,337.39
Stocks owned	1,000.00
Cash and current assets	2,990.48
Taxes accrued	683.60
Grand total	\$1,222,011.47
<i>Liabilities</i>	
Capital stock	\$1,000,000.00
Funded debt	136,000.00
Current liabilities	43,061.84
Interest on funded debt accrued and not yet due	465.00
Insurance accrued and not yet due	289.34
Miscellaneous	40.10
Surplus	42,165.69
Grand total	\$1,222,011.47

ANNUAL REPORT OF THE AUSTIN-MANHATTAN TELEPHONE
COMPANY FOR THE YEAR ENDING SEPT. 30, 1911

General and operating offices located at Austin, Nevada.

Directors—None.*Officers*—Harvey E. Harris, Lessee, Austin, Nevada.

MILEAGE

Total and Nevada mileage of long distance wires operated	90 miles
Total and Nevada mileage of local wires operated	30 miles
Total	120 miles
Total and Nevada mileage of wire operated under lease	120 miles

EXCHANGES

Total number of exchanges in total system operated	2
Total number of exchanges in Nevada, at Round Mountain and Austin ..	2

COMPANIES, THE EARNINGS OF WHICH AFFECT BALANCE SHEET
OF THIS COMPANY

Lander County Livestock Company. Nevada Telephone and Telegraph Company.

STOCKS AND BONDS

None.

COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVE-
MENTS FOR THE STATE OF NEVADA, AND TOTAL

	<i>Cost during year</i>	<i>Total to June 30, 1911</i>
Construction	\$500.00	
Equipment	200.00	
Other permanent improvements		
Total	\$700.00	

INCOME ACCOUNT

Gross earnings from operation	\$5,491.75
Operating expenses	4,461.96
Income from operation	\$1,029.79

ANNUAL REPORT OF THE AUSTIN-MANHATTAN TELEPHONE COMPANY—*Continued*

OPERATING EXPENSES

Maintenance of structures, etc.	\$360.00
Maintenance of equipment	45.00
Conducting operations	1,981.07
General expenses	150.00
Total	\$2,536.07

INCOME ACCOUNT FOR NEVADA

	<i>Gross earnings</i>	<i>Operating expenses</i>	<i>Net from operations</i>
Austin, Nevada	\$3,061.00	\$780.00	\$2,281.00
Round Mountain, Nevada	2,070.75	1,500.00	570.75
Manhattan, toll station	360.00	256.07	103.93
Total	\$5,491.75	\$2,536.07	\$2,955.68

ANNUAL REPORT OF THE BRIDGEPORT TELEPHONE AND TELEGRAPH
COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of organization—About July, 1908.

Organized under the laws of California.

Directors—A. S. Bryant, Bridgeport, Mono County, Cal.

General and operating offices located at Bridgeport, Cal.

Officers—A. S. Bryant, Sole Owner, Bridgeport, Cal.

MILEAGE

Long distance wires, Nevada mileage	35 miles
Local wires in Nevada	
Total in Nevada	35 miles

EXCHANGES

Number of exchanges in total system operated	1
Number of exchanges in Nevada	0

NOTE—There are 10 farmers' phones on line in Nevada.

COMPANIES, THE EARNINGS OF WHICH AFFECT BALANCE SHEET
OF THIS COMPANYNevada Consolidated Telephone and Telegraph Company. West Walker Telephone
Company. Yerington Telephone Company.

STOCKS AND BONDS

None.

TOTAL COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT

IMPROVEMENTS *During year To June 30, 1911*

Construction	\$125.00	
Equipment		
Other permanent improvements		
Total	\$125.00	
IN NEVADA		
Construction	\$50.00	
Equipment		
Other permanent improvements		
Total	\$50.00	

INCOME ACCOUNT FOR NEVADA

Gross earnings	\$360.00
Operating expenses	120.00
Net income from operations in Nevada	\$240.00

ANNUAL REPORT OF THE BUCKSKIN TELEPHONE LINE FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—1904.

Organized under the laws of Nevada.

Director—H. Hironymous, Yerington, Nevada.

Total number of stockholders, 1.

General and operating offices located at Yerington, Nevada.

Officers—H. Hironymous, Owner, Buckskin and Yerington, Nevada.

MILEAGE

Total and Nevada mileage of wires operated and owned..... 14 miles

EXCHANGES AND OFFICES IN NEVADA

	<i>Rate of resident phones</i>	<i>Business phones</i>
Buckskin.....	\$2.50	\$2.50
Buckskin Hotel.....		
Morningstar.....		
Nevada Douglas C. Co.		
Bluestone mine.....		

COMPANIES, THE EARNINGS OF WHICH AFFECT BALANCE SHEET OF THIS COMPANY

Yerington Electric Company.

STOCKS AND BONDS

None.

TOTAL COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVEMENTS AND FOR NEVADA

	<i>During year</i>	<i>To June 30, 1911</i>
Construction		\$1,060.00
Equipment		125.00
Other permanent improvements	\$20.00	20.00
Total	\$20.00	\$1,205.00

INCOME ACCOUNT—TOTAL AND FOR NEVADA

Gross earnings	\$68.75
Operating expenses	29.00
Net income from operations.....	\$39.75

ANNUAL REPORT OF THE CALIFORNIA AND OREGON TELEGRAPH COMPANY FOR THE YEAR ENDING DECEMBER 31, 1910

Date of Organization—September 1, 1892.

Organized under the laws of California.

Directors—N. S. McKinsey, A. Sifford, J. Alexander, J. Grass and J. Knoch—
all of Susanville, Cal.

Total number of stockholders, 11.

General and operating offices located at Susanville, Cal.

Officers—President, J. Alexander; Secretary, F. Brunhouse; Treasurer, Bank
of Lassen County; Superintendent, N. S. McKinsey—all of Susanville, Cal.

MILEAGE

Total mileage of long distance wires.....	None
Total mileage of local wires.....	352 miles
Total	352 miles
Total mileage of long distance wires in Nevada.....	None
Total mileage of local wires in Nevada.....	17 miles
Total in Nevada.....	17 miles

EXCHANGES

Number of exchanges in Nevada, 1, located at Reno, Nevada.

ANNUAL REPORT OF CALIFORNIA AND OREGON TELEGRAPH Co.—*Continued*

STOCKS AND BONDS

Number of shares of common stock authorized.....	50,000
Par value per share.....	\$1.00
Total par value authorized.....	\$50,000.00
Total amount issued and outstanding.....	\$36,700.00
Rate of dividend paid during year.....	8%
Total dividend paid during year.....	\$2,930.00

Assets CURRENT ASSETS AND LIABILITIES

Cash.....	\$340.66
Bills receivable.....	256.44
Due from agents.....	339.15
Total cash and current assets.....	\$936.25
Balance—Current liabilities.....	55.37
Total.....	\$991.62
<i>Liabilities</i>	
Audited vouchers and accounts.....	55.37
Total current liabilities.....	\$55.37
Balance—Cash assets.....	936.25
Total.....	\$991.62

INCOME ACCOUNT

Gross earning from operation.....	\$10,708.32
Operating expenses.....	7,558.89
Income from operation.....	\$3,149.43
Taxes.....	148.45
Net income.....	\$3,000.98
Eight per cent dividend on common stock.....	2,936.00
Surplus for year ending December 31, 1910.....	\$64.98
Surplus on December 31, 1909.....	400.00
Total surplus for year ending December 31, 1910.....	\$464.98

OPERATING EXPENSES

Maintenance of structures, etc.....	\$1,017.29
Maintenance of equipment.....	
Conducting transportation.....	
General expenses.....	6,141.60
Total operating expenses.....	\$7,158.89

INCOME ACCOUNT FOR NEVADA

Gross earnings in the State of Nevada.....	\$4,311.28
Operating expenses in the State of Nevada.....	312.75
Net income from operations in Nevada.....	\$3,998.53

ANNUAL REPORT OF THE CONSOLIDATED POWER AND TELEPHONE
COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—March 20, 1906.

Organized under the laws of Nevada.

Directors—F. A. Clark, Las Vegas, Nevada; E. W. Clark, Las Vegas, Nevada;
John S. Park, Las Vegas, Nevada; Wm. S. Park, Las Vegas, Nevada.

Total number of stockholders, 6.

General and operating offices at Las Vegas, Nevada.

Officers—President, F. A. Clark, Las Vegas, Nevada; Secretary and Treasurer,
John S. Park, Las Vegas, Nevada; Manager, W. S. Park, Las Vegas, Nevada.

MILEAGE

Total and Nevada mileage of long distance wires.....	None
Total and Nevada mileage of local wires.....	40 miles
Total and Nevada mileage.....	40 miles

ANNUAL REPORT OF CONSOLIDATED POWER AND TELEPHONE CO.—*Continued*

EXCHANGES

Number of exchanges in Nevada, 1, located at Las Vegas, Nevada.

STOCKS AND BONDS

Number of shares of common stock authorized	100,000
Par value per share	\$1.00
Total par value authorized	\$100,000.00
Total amount issued and outstanding	\$100,000.00
Dividends paid during year	

CURRENT ASSETS AND LIABILITIES

See Public Service Commission Report of Consolidated Power and Telephone Co.

TOTAL COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT

IMPROVEMENTS *During year To June 30, 1911*

Construction	\$100.00	\$776.45
Equipment		
Other permanent improvements	300.00	300.00
Total	\$400.00	\$1,076.45

INCOME ACCOUNT

See Public Service Commission Report of Consolidated Power and Telephone Co.

OPERATING EXPENSES

See Public Service Commission Report of Consolidated Power and Telephone Co.

ANNUAL REPORT OF THE ELKO COUNTY TELEPHONE AND TELEGRAPH COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—September 8, 1902.

Organized under the laws of Nevada.

Directors—W. T. Smith, San Francisco, Cal.; A. E. Hesson, Elko, Nevada; J. J. Hylton, Skelton, Nevada; C. B. Henderson, Elko, Nevada; L. Wintermantel, Elko, Nevada.

Total number of stockholders, 119.

General and operating offices at Elko, Nevada.

Officers—President, W. T. Smith, Elko, Nevada; Vice-President, A. W. Hesson, Elko, Nevada; Secretary, C. B. Henderson, Elko, Nevada; Treasurer, Henderson Banking Company, Elko, Nevada.

MILEAGE

Total and Nevada mileage of long distance wires (estimated)	650 miles
Total and Nevada mileage of local wires	56 miles
Total and Nevada mileage	706 miles

EXCHANGES

Number of exchanges in Nevada, 1, located at Elko, Nevada.

STOCKS AND BONDS

Number of shares of common stock authorized	10,000
Par value per share	\$10.00
Total par value authorized	\$100,000.00
Total amount issued and outstanding	\$43,580.00
Rate of dividends paid during year	8%
Amount of dividends paid during year	\$3,316.00

Assets

CURRENT ASSETS AND LIABILITIES

Cash, June 30, 1911	\$1,763.56
Due from solvent companies and individuals	2,843.34
Total assets	\$4,606.90
<i>Liabilities</i>	
Dividends not called for	\$219.70
Balance, cash assets	4,387.20
Total	\$4,606.90

272 REPORT OF THE RAILROAD COMMISSION OF NEVADA

ANNUAL REPORT OF ELKO TELEPHONE AND TELEGRAPH COMPANY—*Continued*

TOTAL COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVEMENT			
	IMPROVEMENT	During year	To June 30, 1911
Construction		\$2,200.00	
Equipment		1,400.00	
Other permanent improvements			
Total		\$3,600.00	*\$45,000.00
INCOME ACCOUNT			
Gross earnings from operation			\$15,283.52
Operating expenses			9,553.99
Income from operation			\$5,729.53
Interest on interest-bearing current liabilities			484.90
Taxes			268.30
Permanent improvements			2,737.08
Net income			\$2,239.25
Eight per cent dividend on common stock			3,316.00
Other payments from net income			400.00
Deficit from operations during year			\$1,476.75
OPERATING EXPENSES			
Maintenance of structures, etc.			\$1,161.60
Maintenance of equipment			1,420.47
Conducting operations			8,533.04
General expenses			1,138.88
Total			\$9,553.99
*Estimated.			

ANNUAL REPORT OF THE GOLCONDA TELEPHONE AND POWER COMPANY FOR THE YEAR ENDING DECEMBER 31, 1910

Date of Organization—January 13, 1908.

Organized under the laws of Nevada.

Directors—William Kent, Kentfield, Cal.; John E. Webb, Kentfield, Cal.; John G. Taylor, Lovelock, Nevada; Drury P. Osborne, Dutton, Nevada; Stewart G. Mollin, Golconda, Nevada.

Total number of stockholders. 5.

General and operating offices at Golconda, Nevada.

Offices—President, John E. Webb, Kentfield, Cal.; Secretary, Treasurer and Manager, Stewart G. Mollin, Golconda, Nevada; Superintendent, C. B. Welshons, Winnemucca, Nevada.

MILEAGE	
Total and Nevada mileage of long distance wires	285 miles
Total and Nevada mileage of local wires	25 miles
Total and Nevada mileage	260 miles

EXCHANGES

Number of exchanges, 3, located at Winnemucca, Golconda and Battle Mountain.

STOCKS AND BONDS

Number of shares of common stock authorized	5,000
Par value per share	\$10.00
Total par value authorized	\$50,000.00
Total amount issued and outstanding	\$23,540.00
Rate of dividends paid during year	10%
Amount of dividends paid during year	\$1,198.80

CURRENT ASSETS AND LIABILITIES	
Cash	\$1,929.42
Due from solvent companies and individuals	79.85
Total assets	\$2,009.27
Balance, current liabilities	5,389.96
Total	\$7,399.23

ANNUAL REPORT OF THE GOLCONDA TELEPHONE AND POWER CO.—Continued

<i>Liabilities</i>	
Loans and bills payable.....	\$7,000.00
Audited vouchers and accounts	399.23
Total current liabilities	\$7,399.23

TOTAL COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT

	IMPROVEMENTS	During year	To December 31, 1910
Construction		\$14,562.88	\$30,095.02
Equipment		1,501.77	2,362.77
Other permanent improvements			
Total		\$16,064.65	\$32,457.79

INCOME ACCOUNT

Gross earnings from operation.....	\$6,231.08
Operating expenses.....	4,610.43
Income from operation	\$1,620.65
Miscellaneous income, construction	2,979.20
Total income	\$4,599.85
Interest on interest-bearing current liabilities	\$479.17
Taxes	109.35
Other deductions, legal	10.00
Net income	\$4,001.33
Ten per cent dividend on common stock	1,193.80
Surplus for year ending December 31, 1910.....	\$2,807.53
Surplus on December 31, 1909.....	1,071.98
Surplus on December 31, 1910.....	\$3,879.51

OPERATING EXPENSES

Maintenance of structures, etc.	\$547.08
Conducting operations	1,222.05
General expenses	2,841.30
Total	\$4,610.43

ANNUAL REPORT OF THE MOAPA VALLEY TELEPHONE COMPANY
FOR THE YEAR ENDING OCTOBER 2, 1911

Date of Organization—April 10, 1909.

Organized under the laws of Nevada.

Directors—Samuel H. Wells, Moapa, Nevada; S. R. Whitehead, Overton, Nevada; Thomas Judd, St. George, Utah; W. S. Jones, Overton, Nevada; B. F. Bonelli, St. Thomas, Nevada.

Number of stockholders, 21.

General and operating offices located at Overton, Nevada.

Officers—President, Samuel H. Wells, Overton, Nevada; Secretary and Treasurer, S. R. Whitehead, Overton, Nevada.

MILEAGE

Total and Nevada mileage of long distance wires.....	.. miles
Total and Nevada mileage of local wires	35 miles
Total and Nevada mileage.....	35 miles

EXCHANGES

Number of exchanges, 1, located at Overton, Nevada.

STOCKS AND BONDS

Number of shares of preferred stock authorized.....	1,000
Par value per share	\$10.00
Total par value authorized	\$10,000.00
Total amount issued and outstanding.....	\$4,510.00
Rate of dividends paid during year (consisting of 7% cash, and 7% stock).....	14%
Amount of dividends paid during year.....	\$631.40

ANNUAL REPORT OF THE MOAPA VALLEY TELEPHONE COMPANY—*Continued*

<i>Assets</i> CURRENT ASSETS AND LIABILITIES	
Cash	\$5.75
Bills receivable	508.79
Total assets	\$514.54
<i>Liabilities</i>	
Loans and bills payable	\$91.05
Wages and salaries	65.46
Dividends not called for	65.77
Miscellaneous	60.08
Total liabilities	\$282.36
Balance—Cash assets	232.18
Total	\$514.54

COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT
IMPROVEMENTS DURING YEAR

Construction	\$49.40
Equipment	88.15
Other permanent improvements	
Total	\$137.55

INCOME ACCOUNT

Gross earnings from operation	\$1,108.89
Operating expenses	573.40
Income from operation	\$535.49
Taxes	\$18.00
Permanent improvements	137.55
Other deductions	19.80
Net income	\$360.14
Seven per cent dividend on preferred stock	315.70
Surplus for year ending October 2, 1911	\$44.44

OPERATING EXPENSES

Maintenance of structures, etc.	\$15.00
Maintenance of equipment	4.00
Conducting operations	315.00
General expenses	239.20
Total	\$573.40

ANNUAL REPORT OF THE NEVADA NORTHERN RAILWAY COMPANY
(TELEGRAPH DEPARTMENT), FOR THE YEAR ENDING JUNE
30, 1911

For organization, stocks and bonds, cost of construction, etc., see Nevada Northern Railway Company reports.

INCOME ACCOUNT

Gross earnings from operation	\$13,243.80
Operating expenses	14,690.07
Net deficit from operations	\$1,446.27

OPERATING EXPENSES

Maintenance of structures, etc.	\$850.28
Maintenance of equipment	1,110.19
Conducting operations	9,131.83
General expenses	3,598.27
Total	\$14,690.07

ANNUAL REPORT OF THE NEVADA TELEPHONE-TELEGRAPH COMPANY FOR THE YEAR ENDING JULY 31, 1911

Date of Organization—May 20, 1905.

Organized under the laws of Nevada.

Directors—George Wingfield, Reno, Nevada; Eugene Howell, Tonopah, Nevada; J. M. Gilfoyle, Tonopah, Nevada; W. R. Williams, Tonopah, Nevada; W. J. Douglass, Tonopah, Nevada; F. G. Waterhouse, Tonopah, Nevada; T. D. Murphy, Goldfield, Nevada.

Total number of stockholders, 48.

General and operating offices located at Tonopah, Nevada.

Officers—President, George Wingfield, Reno, Nevada; Vice-President, F. G. Waterhouse, Tonopah, Nevada; Treasurer, J. M. Gilfoyle, Tonopah, Nevada; Secretary, P. S. Booth, Tonopah, Nevada; General Manager, F. G. Waterhouse, Tonopah, Nevada.

MILEAGE

Total and Nevada mileage of long distance wires (estimated).....	740 miles
Total and Nevada mileage of local wires (estimated).....	1,000 miles
Total and Nevada mileage (estimated).....	1,740 miles
Ninety miles of wire operated under contract in Nevada.	

EXCHANGES

Number of exchanges, 4, located at Tonopah, Goldfield, Rhyolite, and Manhattan.

STOCKS AND BONDS

Number of shares of common stock authorized.....	500,000
Par value per share.....	\$1.00
Total par value authorized.....	\$500,000.00
Total amount issued and outstanding.....	\$177,166.67
Dividends paid.....	None

Assets CURRENT ASSETS AND LIABILITIES

<i>Assets</i>	
Cash.....	\$4,096.62
Bills receivable.....	518.57
Other cash assets.....	6,463.02
Prepaid items.....	181.16
Total cash and current assets.....	\$11,259.37
Balance—Current liabilities.....	30,565.41
Total.....	\$41,824.78
<i>Liabilities</i>	
Loans and bills payable.....	\$25,000.00
Audited vouchers and accounts.....	14,645.66
Wages and salaries.....	1,509.89
Unclaimed wages.....	145.25
Accrued taxes.....	523.99
Total current liabilities.....	\$41,824.78

COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVEMENTS

Total cost of plant and equipment to July 31, 1911.....	\$220,243.63
---	--------------

INCOME ACCOUNT

Gross earnings from operation.....	\$71,156.29
Operating expenses.....	51,883.68
Income from operation.....	\$19,272.61
Interest on interest-bearing current liabilities, etc.....	3,733.10
Taxes (included in operating expenses).....	—
Losses by fire and otherwise.....	2,193.64
Depreciation and bad accounts.....	9,253.92
Net income.....	\$4,091.95
Surplus for the year ending July 31, 1911.....	\$4,091.95
Surplus on July 31, 1910.....	88,607.24
Surplus on July 31, 1911.....	\$92,699.19

276 REPORT OF THE RAILROAD COMMISSION OF NEVADA

ANNUAL REPORT OF NEVADA TELEPHONE-TELEGRAPH COMPANY—*Continued*

OPERATING EXPENSES

Maintenance of structures, etc.....	\$2,319.38
Maintenance of equipment.....	4,570.30
Conducting operations.....	29,564.74
General expenses.....	15,429.26
Total.....	\$51,883.68

ANNUAL REPORT OF THE NORTHERN NEVADA TELEGRAPH AND TELEPHONE COMPANY FOR THE YEAR ENDING DECEMBER 31, 1910

Date of Organization—January 15, 1904.

Directors—J. L. Winter, White Rock, Nevada; J. H. Sewell, Tuscarora, Nevada; J. G. Taylor, Lovelock, Nevada.

Officers—President, J. Jallube, Berkeley, Cal.; Manager, A. W. Sewell, Tuscarora, Nevada.

MILEAGE

Total and Nevada mileage of long distance and local wires.....	92 miles
--	----------

EXCHANGES

Number of exchanges, 1, located at Tuscarora, Nevada.

COMPANIES, THE EARNINGS OF WHICH AFFECT THE GENERAL BALANCE SHEET OF THIS COMPANY

Elko County Telephone Company and Golconda Telephone and Power Company.

STOCKS AND BONDS

Number of shares of common stock authorized.....	7,650
Par value per share.....	\$1.00
Total par value authorized.....	7,650.00
Total amount issued and outstanding.....	7,650.00
Dividends paid.....	None

INCOME ACCOUNT

Gross earnings from operation.....	\$1,442.86
Operating expenses.....	889.30
Income from operation.....	\$553.56

ANNUAL REPORT OF THE POSTAL TELEGRAPH-CABLE COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—February 1, 1909.

Organized under the laws of New York.

Directors—Clarence H. Mackay, New York, N. Y.; Edward J. Nalby, New York, N. Y.; Charles C. Adams, New York, N. Y.; Charles P. Bruch, New York, N. Y.

Total number of stockholders, 1—The Mackay Companies.

General offices in New York, N. Y.

Nevada operating offices in Reno, Nevada.

Officers—President, Clarence H. Mackay, New York, N. Y.; Vice-President and General Manager, Edward J. Nalby, New York, N. Y.; Second Vice-President, Charles C. Adams, New York, N. Y.; Third Vice-President, Charles P. Bruch, New York, N. Y.; Treasurer, Theodore L. Aryler, New York, N. Y.; Secretary, William B. Dunn, New York, N. Y.

NEVADA MILEAGE

Mileage of poles.....	456.40 miles
Mileage of iron wire.....	455.98 miles
Mileage of copper wire.....	913.16 miles

STOCKS AND BONDS

Number of shares of common stock authorized.....	250
Par value per share.....	\$100.00
Total par value authorized.....	25,000.00
Total amount issued and outstanding.....	25,000.00
Dividends paid.....	None shown

ANNUAL REPORT OF THE POSTAL TELEGRAPH-CABLE COMPANY—*Continued*

<i>Assets</i> BALANCE SHEET FOR NEVADA	
Plant.....	\$25,000.00
Cash in bank.....	2,928.40
Accounts receivable.....	5.33
Balance due from agents.....	657.29
Profit and loss—Deficit.....	13,197.30
Total.....	\$41,788.32
<i>Liabilities</i>	
Capital stock.....	\$25,000.00
Accounts payable.....	16,788.32
Total.....	\$41,788.32
<i>Receipts</i> INCOME ACCOUNT FOR NEVADA	
Interstate receipts.....	\$12,168.80
Intrastate receipts.....	1,805.23
Cable receipts.....	107.32
Money transfers.....	350.70
Leased wires.....	12.50
Total.....	\$14,444.55
<i>Expenses</i>	
Rented lines.....	\$0.20
Legal expenses.....	2,061.15
Superintendence expenses.....	1,744.20
Right of way rent.....	133.67
Advertising.....	6.31
Line repairs.....	4,685.84
General office expenses.....	141.26
Electrician's expenses.....	514.45
Call circuit repairs.....	34.89
Wages, regular.....	6,123.39
Commissions.....	1,335.59
Messengers, etc.....	1,215.00
Rents.....	1,195.00
Light and fuel.....	216.55
Freight and express.....	347.29
Postage.....	83.95
Taxes.....	612.06
Stationery.....	165.17
Office equipment.....	66.04
Office furniture.....	17.60
Instrument repairs.....	3.24
Battery.....	315.58
Bad debts.....	12.58
Total operating expenses.....	\$21,031.01
Net deficit from operation.....	\$6,586.46

ANNUAL REPORTS OF THE PACIFIC TELEPHONE AND TELEGRAPH
COMPANY FOR THE YEARS ENDING JUNE 30, 1910 AND 1911

Date of Organization—December 31, 1906.

Organized under the laws of California.

General and operating offices at Martinez, California.

Directors—J. C. Ainsworth, Portland, Oreg.; E. C. Bradley, J. C. Cebrian, Wm. H. Crocker, F. G. Drum, F. W. Eaton, M. Ehrman, G. D. Greenwood, Louis Glass, Timothy Hopkins, Frank B. King, Walter S. Martin, J. M. Quay, H. T. Scott, E. J. Zimmer—all of San Francisco, Cal.; Theodore N. Vail, New York, N. Y.; O. J. Woodward, Fresno, Cal.

Total number of stockholders, 1,017.

Officers—President, H. T. Scott; First Vice-President and General Manager, E. C. Bradley; Second Vice-President, E. J. Zimmer; Third Vice-President, Louis

278 REPORT OF THE RAILROAD COMMISSION OF NEVADA

ANNUAL REPORTS OF PACIFIC TELEPHONE AND TELEGRAPH Co.—Continued

Glass; Secretary and Treasurer, F. W. Eaton; Auditor, F. C. Phelps; Chief Counsel, E. S. Pillsbury; Assistant General Manager, G. B. Bush; Assistant Secretary and Treasurer, Geo. J. Petty—all of San Francisco, Cal.

MILEAGE OF WIRES OPERATED		
	1910	1911
Total long distance.....	77,700	94,458
Total local.....	1,104,709	1,246,293
Totals.....	1,182,409	1,340,751
In Nevada, long distance.....	258	360
In Nevada, local.....	2,736	1,990
Totals.....	2,994	2,350

EXCHANGES, YEAR 1911

Total number operated on system.....	594
Total number operated in Nevada.....	5
Nevada exchanges are located at Reno, Sparks, Dayton, Verdi, and Virginia City.	

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	180,000	180,000
Number of shares of preferred stock authorized.....	320,000	320,000
Total shares authorized.....	500,000	500,000
Total par value authorized.....	\$50,000,000.00	\$50,000,000.00
Common stock, par value outstanding.....	18,000,000.00	18,000,000.00
Preferred stock, par value outstanding.....	18,000,000.00	18,000,000.00
Total par value outstanding.....	\$36,000,000.00	\$36,000,000.00
Dividends declared, 6 per cent on preferred stock.....	\$1,080,000.00	\$1,080,000.00
Funded debt outstanding.....	26,000,000.00	31,195,000.00
Cash realized.....	24,012,132.00	29,003,365.00
Interest paid during year.....	1,232,500.00	1,521,750.00
Total funded debt and capital stock outstanding.....	62,000,000.00	67,195,000.00

Assets

CURRENT ASSETS AND LIABILITIES

Cash.....	\$1,107,189.00	\$1,522,410.00
Bills receivable.....	509,148.00	3,755,742.00
Due from agents.....	684,627.00	763,392.00
Due from solvent companies and individuals.....	568,564.00	681,524.00
Other cash assets.....	237,814.00	212,158.00
Total assets.....	\$3,107,337.00	\$6,935,226.00

Liabilities

Loans and bills payable.....	\$710,708.00	\$10,419.00
Audited vouchers and accounts.....	549,748.00	306,738.00
Wages and salaries.....	367,105.00	325,718.00
Net balance due to other companies.....	305.00	-----
Dividends not called for.....	270,000.00	270,000.00
Matured interest coupons not paid.....	1,003.00	800.00
Miscellaneous.....	267,184.00	282,501.00
Total liabilities.....	\$2,166,048.00	\$1,196,176.00
Balance—Cash assets.....	941,289.00	5,740,050.00
Grand total.....	\$3,107,337.00	\$6,935,226.00
Materials and supplies.....	\$2,298,133.00	\$1,779,757.00

CONSTRUCTION ACCOUNT

Construction during the year.....	\$3,778,298.00	\$4,519,200.00
Equipment cost during year.....	2,910,598.00	2,291,164.00
Real estate cost during year.....	193,841.00	224,481.00
Construction in process.....	-----	255,522.00
Totals.....	\$6,882,737.00	\$6,779,323.00
Total cost to date.....	\$48,387,224.00	\$55,166,547.00

Italic figures denote deficit.

ANNUAL REPORTS OF PACIFIC TELEPHONE AND TELEGRAPH Co.—Continued

CONSTRUCTION IN NEVADA		
Construction during year	\$53,501.00	\$40,151.00
Equipment cost during year	656.00	1,533.00
Totals	\$54,157.00	\$41,684.00
Total cost in Nevada to date	\$216,476.00	\$258,160.00

INCOME ACCOUNT		
Gross earnings from operation	\$13,065,539.00	\$14,408,487.00
Operating expenses	9,612,984.00	10,996,314.00
Income from operation	\$3,442,555.00	\$3,413,173.00
Dividends on stocks owned	610,419.00	648,508.00
Interest on bonds owned	7,076.00	17,990.00
Miscellaneous income	176,176.00	293,642.00
Total income	\$4,236,226.00	\$4,373,313.00

<i>Deductions</i>		
Interest on funded debt accrued	\$1,196,417.00	\$1,465,767.00
Interest on interest-bearing current liabilities	197,754.00	537,657.00
Taxes and municipal exactions	466,123.00	539,322.00
Rents paid for lease of lines	760,000.00	760,000.00
Other deductions	98,889.00	50,096.00
Total deductions	\$2,718,183.00	\$3,352,842.00
Net income	\$1,518,043.00	\$1,020,471.00
Dividends on common stock		
Dividends on preferred stock	1,080,000.00	1,080,000.00
Balance surplus or deficit for year	\$438,043.00	\$59,529.00
Total surplus	1,369,973.00	1,310,444.00

OPERATING EXPENSES		
Maintenance	\$4,910,600.00	\$5,504,688.00
Conducting operations	4,370,640.00	5,265,756.00
General expenses	331,744.00	224,870.00
Totals	\$9,612,984.00	\$10,996,314.00

INCOME ACCOUNT FOR NEVADA		
Gross earnings	\$59,119.00	\$58,459.00
Operating expenses	52,734.00	54,375.00
Net income from operations	\$6,385.00	\$5,084.00
Taxes and municipal exactions	\$1,434.00	\$1,611.00

OPERATING EXPENSES IN NEVADA		
Maintenance	\$25,228.00	\$25,822.00
Conducting operations	25,226.00	27,395.00
General expenses	2,280.00	1,158.00
Totals	\$52,734.00	\$54,375.00

Italic figures denote deficit.

ANNUAL REPORT OF THE SEARCHLIGHT AND WESTERN TELEPHONE COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—January 3, 1906.

Organized under the laws of Nevada.

Directors—B. Macready, T. A. Brown, J. B. Chamberlain, J. E. White, C. H. Jones.

Total number of stockholders, 8.

General and operating offices located at Searchlight, Nevada.

Officers—President, B. Macready; Vice-President, T. A. Brown; Treasurer, J. E. White—all of Searchlight, Nevada.

280 REPORT OF THE RAILROAD COMMISSION OF NEVADA

ANNUAL REPORT OF SEARCHLIGHT AND WESTERN TELEPHONE CO.—Continued

MILEAGE	
Total mileage of long distance wires	120.5 miles
Total mileage of local wires	55.0 miles
Total mileage of wires	175.5 miles
Nevada mileage of long distance wires	103.5 miles
Nevada mileage of local wires	50.5 miles
Total Nevada mileage of wires	154.0 miles

EXCHANGES	
Total number of exchanges, 1, located at Searchlight, Nevada.	

STOCKS AND BONDS	
Number of shares of common stock authorized	10,000
Par value per share	\$5.00
Total par value authorized	\$50,000.00
Rate of dividends paid during year	10c a share
Amount of dividends paid during year	\$1,000.00

CURRENT ASSETS AND LIABILITIES	
<i>Assets</i>	
Cash	\$347.94
Due from solvent companies and individuals	494.62
Total assets	\$842.56
<i>Liabilities</i>	None

COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVEMENTS	
Total cost of plant to June 30, 1911	\$10,000.00

INCOME ACCOUNT	
Gross earnings from operation	\$2,861.36
Operating expenses	2,459.32
Income from operation	\$402.04
Taxes	122.97
Net income	\$279.07
Dividends paid	1,000.00
Deficit for year	\$720.93
Surplus on June 30, 1910	1,563.49
Surplus on June 30, 1911	\$842.56

OPERATING EXPENSES	
Maintenance of structures, etc.	
Conducting operations	\$2,241.21
General expenses	
Total	\$2,241.21

ANNUAL REPORT OF THE WESTERN UNION TELEGRAPH COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—April, 1851.
Organized under the laws of New York.

Total number of stockholders, 12,933.

General and operating offices located at New York, N. Y.

Directors—Oliver Ames, E. T. Jeffery, J. J. Astor, Charles Lanier, U. N. Bethell, R. S. Lovett, H. A. Bishop, J. J. Mitchell, R. C. Clowery, W. H. Moore, H. P. Davison, J. P. Morgan, C. M. Depew, Paul Morton, H. C. Fahnestock, J. H. Schiff, H. M. Flagler, J. J. Slocum, R. M. Gallaway, James Stillman, Edwin Gould, H. B. Thayer, J. G. Gould, T. N. Vail, E. J. Hall, Henry Walters, H. S. Howe, J. I. Waterbury, T. H. Hubbard, Robert Winsor.

Principal Officers—President, T. N. Vail; Vice-President, J. B. Van Every; Vice-President, T. E. Clark; Vice-President, G. W. E. Atkins; General Manager, Belvedere Brooks; Treasurer, A. R. Brewer; Assistant Treasurer, Lewis Dredner; Secretary, F. W. Lienan (acting); Auditor, E. Y. Gallaher; General Attorney,

ANNUAL REPORT OF THE WESTERN UNION TELEGRAPH COMPANY—*Continued*

G. H. Fearons; General Counsel, Rush Taggart—all of New York, N. Y.; General Superintendent, C. H. Gaunt, San Francisco, Cal.; Superintendents, A. H. May, San Francisco, Cal., and H. M. Phee, Los Angeles, Cal.

CAPITAL STOCK AND FUNDED DEBT

Capital stock, issued and outstanding	\$99,786,968.49
Funded debt, issued and outstanding	42,604,500.00
Total capital stock and funded debt	\$142,391,468.49
Dividends paid during year, 3 per cent	2,991,304.50
Interest paid on funded debt during year	1,947,617.50

Assets CURRENT ASSETS AND LIABILITIES

Cash	\$1,599,488.57
Bills receivable	52,221.85
Due from agents	2,124,529.26
Due from solvent companies and individuals	1,372,808.55
Net balances due from other companies	1,529,276.75
Total assets	\$6,678,323.98
Balance—Current liabilities	6,264,567.23
Total	\$12,942,891.21

Liabilities

Loans and bills payable	\$3,500,000.00
Audited vouchers and accounts	401,472.87
Wages and salaries	250,381.14
Net balance due to other companies	606,280.88
Dividends not called for	1,047,817.67
Matured interest coupons not paid	266,655.00
Miscellaneous	191,980.17
Total liabilities	\$6,264,567.23
Balance—Cash assets	6,678,323.98
Total	\$12,942,891.21
Materials and supplies	\$2,939,221.13

COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVEMENTS

Cost of equipment and telegraph lines during year	\$3,524,060.98
Total cost of equipment and telegraph lines to June 30, 1910	128,158,084.39
Total cost of equipment and telegraph lines to June 30, 1911	131,682,095.37

COST OF CONSTRUCTION, EQUIPMENT AND PERMANENT IMPROVEMENTS IN NEVADA

	For year	To June 30, 1910	To June 30, 1911
Construction	\$21,640.23	\$356,671.45	\$378,811.68
Equipment	1,734.34	43,343.87	45,078.21
Totals	\$23,374.57	\$400,015.32	\$423,889.89

INCOME ACCOUNT

Gross earnings from operation	\$35,478,792.88
Operating expenses	28,193,446.86
Income from operation	\$7,285,346.02
Dividends on stocks owned	617,169.20
Interest on bonds owned, etc.	881,550.15
Miscellaneous income	181,476.88
Total income	\$8,965,542.25
Interest on funded debt accrued	1,733,899.52
Other interest	178,598.97
Rents paid for lease of lines	1,686,585.80
Net income	\$5,371,967.96
Dividends paid, 3 per cent on common stock	2,991,304.50
Surplus for year	\$2,380,663.46
Surplus on June 30, 1910	7,733,692.52
Surplus on June 30, 1911	\$10,114,355.98

ANNUAL REPORT OF THE WESTERN UNION TELEGRAPH COMPANY—Continued

INCOME ACCOUNT FOR NEVADA

Gross earnings from operation	\$70,788.93
Operating expenses	139,965.48
Net deficit for operation	\$69,176.55

OPERATING EXPENSES IN NEVADA

Maintenance of structures, etc	\$43,514.02
Maintenance of equipment	12,991.86
Conducting operations	76,449.93
Taxes	7,009.67
Total	\$139,965.48
Mileage of wires operated and owned in the State of Nevada	10,135.17
Mileage of wires operated under lease in the State of Nevada	8,052.20
Total	13,217.37

ANNUAL REPORT OF THE UTAH, NEVADA AND IDAHO TELEPHONE
COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Date of Organization—June 2, 1905.

Organized under the laws of Utah.

Directors—J. F. Judge, H. H. Hempstead, H. L. Thomas, A. C. Ellis, Jr.—all of Salt Lake City, Utah; I. T. Dyer, Los Angeles, Cal.; W. O. Baber, Sr., McDermitt, Nevada; R. L. Douglass, Fallon, Nevada.

Total number of stockholders, 155.

General and operating offices located at Salt Lake City, Utah.

Officers—President, J. F. Judge, Salt Lake City, Utah; Vice-President, I. T. Dyer, Los Angeles, Cal.; Secretary and Treasurer, H. H. Hempstead, Salt Lake City, Utah; Superintendent, H. L. Thomas, Salt Lake City, Utah.

EXCHANGES

Number of exchanges in total system operated	9
Number of exchanges and switching offices in Nevada	9
Nevada exchanges located at Pioche, Fallon, Winnemucca, Lovelock, National.	
Switching stations located at Mazuma and Seven Troughs, McDermitt, Paradise and Rawhide.	

STOCKS AND BONDS

Number of shares of common stock authorized	24,000
Par value per share	\$25.00
Total par value authorized	600,000.00
Amount issued and outstanding	218,600.00
Mortgage bonds authorized	60,000.00
Mortgage bonds issued and outstanding	35,000.00
Miscellaneous obligations	9,171.25
Interest paid on funded debt during year	340.63
Dividends paid on capital stock	None

Assets

CURRENT ASSETS AND LIABILITIES

Bills receivable	\$1,192.82
Due from solvent companies and individuals	368.20
Unpaid subscriptions	2,000.00
Total assets	\$3,561.02
Liabilities	None

INCOME ACCOUNT FOR NEVADA

Gross earnings from operation	\$11,194.32
Operating expenses	7,292.19
Net income from operation	\$3,902.13
Taxes paid in Nevada	219.99

**ANNUAL REPORT OF THE YERINGTON ELECTRIC COMPANY FOR THE
YEAR ENDING OCTOBER 1, 1911**

Date of Organization—October 15, 1905.

Organized under the laws of Nevada.

General and operating offices located at Yerington, Nevada.

Officers—President, J. I. Wilson; Treasurer, C. W. Gallagher; Secretary, E. R. Lam; Manager, Geo. Plummer—all of Yerington, Nevada.

MILEAGE

Total and Nevada mileage of long distance wires.....	24 miles
Total and Nevada mileage of local wires.....	106 miles
Total mileage.....	130 miles

EXCHANGES

Number of exchanges in Nevada, 1, located at Yerington, Nevada.

STOCKS AND BONDS

None shown.

Assets

CURRENT ASSETS AND LIABILITIES

Equipment account.....	\$5,002.05
Profit and loss.....	1,700.00
Bills receivable.....	1,662.45
Cash on hand and in bank.....	520.58
Total assets.....	\$8,885.08

Liabilities

Capital stock paid in.....	\$2,565.00
Expense.....	5,567.05
Bills payable.....	753.03
Total liabilities.....	\$8,885.08

INCOME ACCOUNT

Gross earnings from operation.....	\$7,213.51
Operating expenses.....	6,529.65
Net income from operation.....	\$683.86

**ACCIDENT REPORT OF RAILROADS OPERATING IN NEVADA
FOR THE YEAR ENDING DECEMBER 31, 1911; REPORT
OF PASSES, FRANKS, AND REDUCED RATE TRANS-
PORTATION ISSUED BY RAILROADS AND EXPRESS
COMPANIES IN NEVADA DURING THE YEAR 1910, AND
STATEMENT OF EXPENSES OF THE RAILROAD COM-
MISSION OF NEVADA FOR THE YEAR 1911.**

RECAPITULATION OF ACCIDENTS ON RAILROADS OPERATING IN NEVADA, CLASSIFYING PERSONS AND CAUSES
OF ACCIDENTS, FOR THE YEAR ENDING DECEMBER 31, 1911

Cause of accident	Passengers			Trainmen			Trainmen in yards			Switch crews			Other yardmen			Other employees			Trespassers			Total		
	K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.	
Collisions.....	0	13		0	5		0	0		0	0		0	0		1	7		0	0		1	0	
Crushed between cars.....	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
Derailments.....	0	0		1	9		0	0		0	0		0	0		1	18		0	0		0	0	
Explosions, burns, etc.....	0	0		0	5		0	0		0	0		0	0		0	10		0	0		0	0	
Falling from trains, cars or locomotives.....	0	0		2	3		1	3		0	0		0	0		2	18		3	1		8	0	
Getting on or off trains, cars or locomotives at rest.....	0	0		0	1		0	0		0	0		0	0		0	2		0	0		0	0	
Handling traffic.....	0	0		0	0		0	0		0	0		0	0		0	35		0	0		0	0	
Jumping on or off trains, cars or locomotives in motion.....	1	1		0	2		0	0		0	0		0	0		0	2		1	2		2	1	
Parting of trains.....	0	0		1	1		0	0		0	0		0	0		0	0		0	0		0	0	
Struck by trains, locomotives or cars.....	0	0		0	1		0	0		0	0		0	0		0	5		0	0		0	0	
Other causes.....	0	3		0	9		0	4		0	0		0	0		2	107		0	1		9	1	
Totals.....	1	19		4	36		1	10		0	1		0	1		10	204		9	13		25	284	

K., killed. L., injured.

RECAPITULATION OF ANNUAL REPORTS OF RAILROADS FOR THE YEAR ENDING DECEMBER 31, 1910, CONCERNING THE ISSUANCE OF PASSES, FRANKS, OR RATES LESS THAN THOSE OPEN TO THE GENERAL PUBLIC

Item	Number of passes, franks, or special reduced rates issued by—													
	Totals	Wells, Fargo & Co.	Virginia and Truckee	Tonopah and Tidewater	Tonopah and Goldfield	Southern Pacific Company	Silver Peak	San Pedro, Los Angeles and Salt Lake	Pullman	Nevada Northern	Nevada Central	Nevada-California-Oregon	Nevada Copper Belt	Nevada Interurban
In exchange—Transportation to officials, agents and employees of other roads:														
Annual passes	0	27	44	68	830	64	96	0	61	23	23	0	269	0
Time passes	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Trip passes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special reduced rates	0	2	208	185	170	110	3	0	103	2	0	0	39	0
Totals	0	29	261	265	1,004	183	99	0	164	36	24	0	308	0
To employees and members of their families and employees seeking employment of the company making report:														
Annual passes	1			7	305		7	31		45	0	0	39	0
Time passes	1	1	19	1	0	1	0	0	0	299	0	0	0	0
Trip passes	6	61	501	237	738	5,492	10	1,068	0	646	5	0	169	0
Special reduced rates	0	110	19	1	155	701	0	0	0	0	0	0	0	0
Totals	8	172	541	246	1,198	6,500	17	1,089	0	991	5	0	208	0
To United States officials, postoffice inspectors, railway mail service employees, health officers, etc.:														
Annual passes	0			0	0	0	0	0	0	0	0	0	0	0
Time passes	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Trip passes	0	0	14	0	0	7	0	0	0	0	0	0	0	0
Special reduced rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	15	0	0	7	0	0	0	0	0	0	0	0

GENERAL EXPENSES OF THE RAILROAD COMMISSION OF NEVADA
FOR THE YEAR 1911

Rent.....	\$360.00
Stamps	130.80
Traveling expenses.....	953.50
Printing.....	67.75
Supplies.....	352.37
Express charges	21.79
Drayage.....	1.00
Telegraphic charges.....	124.04
Telephone charges	62.04
Stenographer	1,275.00
Outside stenographic work.....	517.90
Additional clerical help.....	192.50
Subscriptions	62.42
Furniture	49.30
Labor.....	111.42
Court fees, stenographic.....	192.33
Electric lights.....	16.40
Miscellaneous.....	37.85
Total	\$4,528.41

**LIST OF AUTHORITIES ISSUED BY THE RAILROAD COMMISSION OF
NEVADA GRANTING RAILROADS AND OTHER COMPANIES THE
PRIVILEGE OF REDUCING RATES ON LESS THAN THE STATU-
TORY NOTICE OF THIRTY DAYS. COMMENCING WITH JANUARY
1, 1911, AND ENDING DECEMBER 31, 1911.**

AUTHORIZATIONS

Authority No. 136—Tonopah and Goldfield Railroad, applicant. Joint rate with Southern Pacific Company of \$6 per ton on salt in carload lots, Rhodes to Goldfield, Nevada, effective during the period January 2 to 30, 1911, inclusive, when rate was published in regular tariff effective January 31, 1911. Application received December 28, 1910, granted January 5, 1911.

Authority No. 137—Virginia and Truckee Railway, applicant. Commutation fares of ten one-way tickets, each. Rate of \$5 for ten trips between Carson City and Virginia City, Nevada, and \$6.25 for ten trips between Carson City and Reno, Nevada. Effective January 16, 1911. Application received January 11, 1911, granted January 12, 1911.

Authority No. 138—Las Vegas and Tonopah Railroad, applicant. Joint rate of \$5.40 per ton on second-hand quartz mill and equipment, Original to Tonopah, Nevada, minimum weight 30,000 pounds, the Tonopah and Goldfield Railroad being a party to the rate. Effective on date authority was issued. Application received, January 18, 1911, granted January 18, 1911.

Authority No. 139—Nevada Northern Railway, applicant. Rates on water in tank cars, \$10 per car between East Ely, Nevada, and Copper Flat, etc., and \$12.50 per car between McGill and Copper Flat, Nevada, etc. Effective on one day's notice. Application received January 23, 1911, granted January 23, 1911.

Authority No. 140—Nevada Northern Railway, applicant. Joint rate with Southern Pacific Company of \$4.50 per ton on ice in carload lots, Elko to East Ely, Nevada. Effective on date authority was issued. Application received January 24, 1911, granted January 24, 1911.

Authority No. 141—Southern Pacific Company, applicant. Rate of 40 cents per ton on lumber in carload lots, Verdi to Marmol, Nevada. Effective on one day's notice. Application received February 9, 1911, granted February 9, 1911.

Authority No. 142—Western Union Telegraph Company, applicant. Night letter telegraph message of fifty words at rates charged for ten-word day messages. Effective March 1, 1911, applying between all points in Nevada on the Western Union Telegraph system. Application received February 24, 1911, granted February 24, 1911.

Authority No. 143—Tonopah and Goldfield Railroad, applicant. Round-trip excursion fare of one fare for round trip, Goldfield to Tonopah, Nevada, on guarantee of 100 passengers, account funeral of miners killed in Belmont mine disaster at Tonopah. Rate effective on date of publication. Application received February 24, 1911, granted February 24, 1911.

Authority No. 144—Tonopah and Goldfield Railroad, applicant.

Round-trip excursion rate of one fare for round trip, Millers to Tonopah, Nevada, account funeral of miners killed in Belmont mine disaster at Tonopah. Rate effective on date of publication. Application received February 27, 1911, granted February 27, 1911.

Authority No. 145—Tonopah and Goldfield Railroad, applicant. Special freight-train service, Goldfield to Tonopah, Nevada, and return, at rate of \$121.50 plus regular freight charges. Effective March 19, 1911, being retroactive. Application received March 20, 1911, granted March 20, 1911.

Authority No. 146—Nevada Northern Railway, applicant. Commutation fares between Copper Flat and Veteran, Nevada, tickets good for one round-trip each day in the month at rate of \$3 per month. Effective on one day's notice. Application received March 21, 1911, granted March 21, 1911.

Authority No. 147—DENIED. Tonopah and Goldfield Railroad, applicant. Rate of 70 cents per ton on ore in carload lots, regardless of value, Tonopah to Millers, Nevada, being an increase of 10 cents per ton over old rate. Desired to make effective April 1, 1911. Application received April 1, 1911, denied, account being an increase in rate. April 1, 1911.

Authority No. 148—Virginia and Truckee Railway, applicant. Rate of \$12.50 per 37-foot car or less, on range cattle for feeding purposes only, Reno to Minden, Nevada. Effective on five days' notice. Application received April 16, 1911, granted April 17, 1911.

Authority No. 149—Nevada Northern Railway, applicant. Baseball excursion rates, between East Ely, Ely, McGill, Veteran, Kimberly and Copper Flat, Nevada, tickets to include admission to baseball grounds. No rates named, but some were to be lower than straight fares. Rates to be made effective in accordance with Commission's Tariff Ruling No. 2a. Application received April 23, 1911, granted April 25, 1911.

Authority No. 150—Tonopah and Goldfield Railroad, applicant. Joint rate with the Silver Peak Railroad and Southern Pacific Company of \$6.40 per ton on old iron pipe, minimum weight 30,000 pounds. Blair to Wabuska, Nevada. Effective on two days' notice. Application received April 25, 1911, granted April 25, 1911.

Authority No. 151—Tonopah and Goldfield Railroad, applicant. Extension of time limit on tickets sold under authority of Tonopah and Goldfield Tariff N. R. C. 33. Time on tickets extended two days, effective on one day's notice. Application received April 26, 1911, granted April 26, 1911.

Authority No. 152—Southern Pacific Company, applicant. Reducing train service to Wadsworth, Nevada, from three trains a day to two trains, motor service and a mixed train. Authority granted with the proviso that service was to be satisfactory to the people of Wadsworth. Effective immediately. Application received April 15, 1911, granted April 15, 1911.

Authority No. 153—Virginia and Truckee Railway, applicant. Rate of \$3 per ton on petroleum and its products, minimum weight 26,000 pounds, Reno to Minden, Nevada, and rate of \$1.50 per ton on flour, minimum weight 10,000 pounds, Minden to Carson City, Nevada.

Effective on five days' notice. Application received May 3, 1911, granted May 3, 1911.

Authority No. 154—Tonopah and Goldfield Railroad, applicant. Joint rate with the Las Vegas and Tonopah Railroad, of \$2 per ton on ore not exceeding \$25 per ton valuation, in carload lots, Klondyke to Bonnie Claire, Nevada. Effective on one day's notice. Application received May 15, 1911, granted May 15, 1911.

Authority No. 154a—Virginia and Truckee Railway, applicant. Reducing all first-class one-way passenger fares between local points. Effective on one day's notice. Application received May 7, 1911, granted May 8, 1911.

Authority No. 155—Southern Pacific Company, applicant. Rate of \$45 per 36-foot car on horses, Winnemucca to Wabuska, Nevada. Effective on date of publication. Granted with proviso that rate should be applied to single-car lots and not trainload lots. Application received June 17, 1911, granted June 17, 1911.

Authority No. 156—Southern Pacific Company, applicant. Rate of \$35 per 36-foot car on range horses, Winnemucca to Wabuska, Nevada. Effective on date of publication. Application received June 19, 1911, granted June 19, 1911.

Authority No. 157—Nevada Copper Belt Railroad, applicant. Rate of 62½ cents per ton on brick, in carload lots, Wabuska to Yerington, Nevada. Effective on ten days' notice. Application received June 26, 1911, granted June 28, 1911.

Authority No. 158—Silver Peak Railroad, applicant. Excursion fare, account Fourth of July, Blair to Goldfield, Nevada, and return, at rate of \$5.35 for round trip. Effective July 4, 1911, return limit July 5, 1911. Application received July 3, 1911, granted July 3, 1911.

Authority No. 159—DENIED. Southern Pacific Company, applicant. Desiring to cancel rate of \$35 per car on cattle, trainload minimum, and rate of \$45 per car on horses, Winnemucca to Wabuska, Nevada. Denied on grounds that increase or withdrawals of rate could not be made on less than statutory notice to Commission. Application received June 26, 1911, denied July 6, 1911.

Authority No. 160—Las Vegas and Tonopah Railroad, applicant. Rate of \$40 per car on cattle, from Beatty to Goldfield, Nevada. Effective on two days' notice. Application received July 10, 1911, granted July 10, 1911.

Authority No. 161—Las Vegas and Tonopah Railroad, applicant. Joint switching rate with the Goldfield Consolidated Milling and Transportation Company of \$6 per car on all freight from Goldfield station to Jumbotown. Effective on one day's notice. Application received July 23, 1911, granted July 24, 1911.

Authority No. 162—Silver Peak Railroad, applicant. Joint rate of \$8 per ton with the Tonopah and Goldfield Railroad and Southern Pacific Company on old iron pipe in carload lots, minimum weight 30,000 pounds, Blair to Mound House, Nevada. Effective August 2, 1911. Application received August 1, 1911, granted August 1, 1911.

Authority No. 163—San Pedro, Los Angeles and Salt Lake Railroad, applicant. Special reduced rates for handling circus outfit between local San Pedro, Los Angeles and Salt Lake Railroad points. Effective

on one day's notice. Application received August 7, 1911, granted August 8, 1911.

Authority No. 164—Las Vegas and Tonopah Railroad, applicant. Special reduced rates for handling circus outfit between local Las Vegas and Tonopah Railroad points. Effective on one day's notice. Application received August 10, 1911, granted August 10, 1911.

Authority No. 165—Tonopah and Goldfield Railroad, applicant. Local rate of 70 cents per ton on sand in carload lots, Millers to Tonopah, Nevada. Effective on one day's notice. Application received August 14, 1911, granted August 15, 1911.

Authority No. 166—Nevada Copper Belt Railroad, applicant. Free rate from Wabuska to Hudson, Nevada, on twenty-five or thirty cans of fish fry, to be placed in stream near Hudson. Effective August 16, 1911. Application received August 15, 1911, granted August 15, 1911.

Authority No. 167—DENIED. Tonopah and Goldfield Railroad, applicant. Joint rate of \$1.15 per hundred, with the Southern Pacific Company, on second-hand machinery, carload lots, Goldfield to Reno, Nevada. Denied on the grounds that rate of 70 cents per hundred, in tariff effective June 4, 1909, was still in effect. The company claimed that rate of 70 cents per hundred had been canceled, but Commission never having received cancellation notice, rate was legally in effect. The company applied the 70-cent rate. Application received September 2, 1911, denied September 2, 1911.

Authority No. 168—Nevada Copper Belt Railroad, applicant. Commutation passenger rates for school children, Wabuska and Thompson to Yerington and Mason, Nevada, and return, at rate of \$12 for a monthly ticket. Effective September 11, 1911. Application received September 8, 1911, granted September 8, 1911.

Authority No. 169—Tonopah and Tidewater Company, applicant. Joint rate of \$3.70 per ton on brick, minimum carload lots of 40,000 pounds, Rhyolite to Tonopah, Nevada, the Tonopah and Goldfield Railroad to participate in the same. Effective on one day's notice. Application received September 15, 1911, granted September 15, 1911.

Authority No. 170—Virginia and Truckee Railway, applicant. Local rate of \$12.50 per car on sheep and lambs, Reno to Minden, Nevada. Effective September 20, 1911. Application received September 20, 1911, granted September 20, 1911.

Authority No. 171—Southern Pacific Company, applicant. Local passenger fares between Hazen and Lahontan, Nevada, of 40 cents, and between Hazen and Lux, Nevada, of \$2.20. Effective October 1, 1911. Application received September 23, 1911, granted September 24, 1911.

Authority No. 172—Tonopah and Tidewater Company, applicant. Local rate of \$2.75 per ton on brick, minimum carload weight of 40,000 pounds, Rhyolite to Goldfield, Nevada. Effective on one day's notice. Application received September 29, 1911, granted September 29, 1911.

Authority No. 173—Virginia and Truckee Railway, applicant. Local rate of \$2 per ton on iron pipe, minimum weight 30,000 pounds, Mound House to Ophir, Nevada. Effective on one day's notice. Application received October 9, 1911, granted October 9, 1911.

Authority No. 174—Tonopah and Tidewater Company, applicant. Joint rate of \$8 per ton with the Tonopah and Goldfield Railroad on

merchandise, minimum carload weight of 20,000 pounds, Rhyolite to Tonopah, Nevada. Effective on one day's notice. Application received October 25, 1911, granted October 27, 1911.

Authority No. 175—Las Vegas and Tonopah Railroad, applicant. Rate of \$6.40 per ton on merchandise in carload lots, Rhyolite to Goldfield, Nevada. Effective immediately. Application received October 28, 1911, granted October 28, 1911.

Authority No. 176—Las Vegas and Tonopah Railroad, applicant. Joint rate of \$8 per ton with the Tonopah and Goldfield Railroad on merchandise, minimum carload weight of 20,000 pounds, Rhyolite to Tonopah, Nevada. Effective immediately. Application received October 29, 1911, granted October 30, 1911.

Authority No. 177—Tonopah and Tidewater Company, applicant. Local rate of \$6.40 per ton on merchandise, minimum carload weight 20,000 pounds, Rhyolite to Goldfield, Nevada. Effective immediately. Application received November 5, 1911, granted November 6, 1911.

Authority No. 178—Tonopah and Goldfield Railroad, applicant. Free rate on one carload of coal. Coaldale to Tonopah and Goldfield, Nevada. Commission granted authority under condition that only one car was transported and that the coal was given away free without discrimination. Effective on one day's notice. Application received November 4, 1911, granted November 6, 1911.

Authority No. 179—Tonopah and Goldfield Railroad, applicant. Through passenger fares from Tonopah and Goldfield Railroad points to Carson City, via Mound House, Nevada, being in excess of the combination of local rates, the through rates being 15 cents higher, authority was asked to protect the lower combination until such time as the through tariff could be amended. Authority granted, effective immediately. Application received November 9, 1911, granted November 10, 1911.

Authority No. 180—Southern Pacific Company, applicant. Joint rate of \$15.35 per ton with the Tonopah and Goldfield Railroad on second-hand machinery, minimum carload weight of 30,000 pounds, Wadsworth to Tonopah, Nevada. Effective on one day's notice. Application received November 13, 1911, granted November 13, 1911.

Authority No. 181—Southern Pacific Company, applicant. Asking permission to cancel prepay requirements in tariffs naming rates on lumber and timbers from Verdi to Tonopah and Goldfield Railroad points. Authority granted, change to take effect on four days' notice. Application received November 19, 1911, granted November 20, 1911.

Authority No. 182—Tonopah and Goldfield Railroad, applicant. Adding galvanized iron and mill appurtenances to junk rates named from Sodaville, Coaldale and Blair Junction to Tonopah and Goldfield, Nevada. Effective on two days' notice. Application received November 29, 1911, granted November 29, 1911.

Authority No. 183—Las Vegas and Tonopah Railroad, applicant. Joint rate of \$1.05 per hundred with the San Pedro, Los Angeles and Salt Lake Railroad, on lumber and second-hand building material mixed with general merchandise, Goldfield to Moapa, Nevada. Effective on one day's notice. Application received December 15, 1911, granted December 15, 1911.

Authority No. 181—PARTIALLY DENIED. Nevada Copper Belt Railroad, applicant. Local rate of \$1.40 per ton on grain, Colony to Nordyke, Nevada, minimum weight 30,000 pounds. Granted, effective on ten days' notice. . . . Local rate of \$1.40 per ton on grain, minimum weight 30,000 pounds, Hudson to Nordyke. Denied on the ground that Class C rate as provided in Exceptions to Western Classification, adopted by this company, covered grain and made a rate of \$1.35 per ton, Hudson to Nordyke, Nevada, this rate being the proper one to apply. Application received December 14, 1911, partially granted December 15, 1911.

Authority No. 185—Southern Pacific Company, applicant. Local rates on ore, carload lots, Sunland to Sodaville, Nevada. Rate of 60 cents per ton on ore \$50 per ton in value or under, and rate of 90 cents per ton on ore \$100 per ton in valuation and under. Effective on one day's notice. Application received December 17, 1911, granted December 18, 1911.

**ADMINISTRATIVE, TARIFF, ACCOUNTING AND GENERAL
RULINGS OF THE RAILROAD COMMISSION OF NEVADA**

ADMINISTRATIVE RULINGS

January 12, 1911—Inquiry by C. O. Whittemore, president of the Las Vegas and Tonopah Railroad, as to whether, under the provisions of section 8 of the Railroad Commission law, his company could issue transportation to one of its conductors who had been elected to serve as a member of the Nevada State Legislature.

Held, That the right of using a pass was not denied when said conductor was working in the interest of the company, but when he was traveling as a state official it was illegal to use a pass as the state pays traveling expenses.

March 2, 1911—Inquiry by W. D. Forster, traffic manager of the Tonopah and Goldfield Railroad, as to whether, under the provisions of the Railroad Commission law, it would be permissible to issue transportation to newspaper men in exchange for advertising.

Held, That transportation could be lawfully issued to newspaper men in exchange for advertising, provided the same was done by the newspaper charging commercial rates for such advertising and the railroad paying for same with transportation at tariff rates, a complete record of the same being kept by the company on its books.

March 10, 1911—Inquiry by W. D. Forster, traffic manager of the Tonopah and Goldfield Railroad, as to whether it would be legal to issue free transportation to the general secretary of the Young Men's Christian Association.

Held, That under the provisions of section 8 of the Railroad Commission law it would be lawful to issue such transportation.

April 25, 1911—Inquiry by G. M. Fraser, traffic manager of the Nevada Copper Belt Railroad, as to whether it would be legal, under the provisions of the Railroad Commission law, to transport free, as baggage, fish for planting in streams of the State, on behalf of the Nevada State Fish Commission, and at the same time transport an employee of the fish commission for the purpose of properly attending both the transportation and planting.

Held, That section 8 of the Railroad Commission law provides for the free transportation or reduced rate transportation of freight for the State, and subdivision a of the section provides for the free transportation of caretakers of live stock or freight of a similar perishable nature.

May 10, 1911—Inquiry made by Rev. J. M. Swander of Las Vegas, Nevada, as to whether church property came within the exceptions named in section 8 of the Railroad Commission law.

Held, That church property does not come within the said exceptions and that the Commission could not authorize the transportation of such property free, or at rates less than those open to the general public.

June 6, 1911—Inquiry made by W. D. Forster, traffic manager of the

Tonopah and Goldfield Railroad, as to whether free transportation could be issued to an expert of the Galena Oil Company with which the Tonopah and Goldfield Railroad Company was about to enter into a contract for fuel.

Held, That the issuance of such transportation would be in violation of the Railroad Commission law.

July 21, 1911—Inquiry made by W. D. Forster, traffic manager of the Tonopah and Goldfield Railroad, as to whether it would be unlawful to issue free transportation to Professor F. L. Peterson, who was an assistant in irrigation investigations both for the Nevada Agricultural Experiment Station and the United States Department of Agriculture.

Held, That it would be lawful to issue such free transportation, section 8 of the Railroad Commission law making provisions for the free transportation or reduced rate transportation of professors while traveling on business of an educational nature.

August 8, 1911—Inquiry of F. M. Grace, superintendent of the Las Vegas and Tonopah Railroad, as to whether it would be lawful to grant a free rate to an employee of the company for the transportation of a shipment consisting of a camp outfit, feed and supplies, from Las Vegas to Corn Creek, Nevada, for use in connection with improving a desert entry filed on by such employee and eventually intended for a home ranch.

Held, That under the provisions of the Railroad Commission law, it would be unlawful to issue such free transportation.

August 12, 1911—Inquiry of F. M. Tillinghast, resident engineer, Lahontan Dam, Nevada, as to whether it would be lawful for the Southern Pacific Company to issue free transportation to him for use between Reno and Lahontan, Nevada.

Held, That the issuance of such free transportation would be illegal.

October 17, 1911—Inquiry of G. M. Fraser, traffic manager of the Nevada Copper Belt Railroad, as to whether it would be legal to issue free transportation to a constable who was also acting as deputy sheriff and assessor of Lyon County, Nevada.

Held, That no person acting as assessor or deputy assessor could accept free transportation or free service at the hands of any public service corporation.

October 17, 1911—Inquiry of Warren Olney, Jr., general attorney of the Western Pacific Railway Company as to whether it would be lawful to transport livestock inspectors free between points in Nevada.

Held, That it would be lawful to issue such free transportation.

October 19, 1911—Contract entered into between the San Pedro, Los Angeles and Salt Lake Railroad Company and Gerrick & Gerrick Company, contractors, relating to the free transportation of freight and men for the purpose of construction work on the railroad named, approved by the Commission.

ACCOUNTING CIRCULAR No. 1

There being numerous complaints made to this Commission, informally, by various shippers and consignees in the State of Nevada, respecting the rendering of freight bills, by several railroads operating in the State of Nevada, the freight bills referred to showing, in some instances, the point of origin of shipment, destination, character of goods, weight

and charges, but eliminating the rates upon which charges are assessed; and in other instances showing advanced charges and eliminating advanced charge rates, thus making it impossible for the average consignee to check his freight bills with any degree of accuracy, this Commission, after careful investigation of the matter, has deemed it advisable to make the following ruling to govern all railroads operating in the State of Nevada. It is, therefore,

Ordered: That all railroads operating in the State of Nevada when rendering freight bills to consignees at the point of delivery of shipments, must show the rate assessed from point of origin to point of destination.

In all cases where freight bills carry advance charges, the rate or rates used in assessing the advanced charges must be shown, and also the rate or rates used in assessing the line charges, thus specifically naming the through rate.

This order is to take effect on September 1, 1909.

By order of the Commission:

E. H. WALKER, *Secretary*.

TARIFF RULING No. 1

Carriers may provide in their tariffs that limited passenger tickets may be extended in cases of the illness of the passenger holding such ticket.

Tariffs must give the title of the officer who shall have authority to give such extension, and such officer shall be required by the carrier to keep a memorandum of each instance in which such extension is given, and the date upon which it is allowed. Such information shall be subject at any time to be called for by the Commission. This rule must be applied strictly and in good faith, and upon the carrier is placed the responsibility of strict conformity thereto.

Only such illness as makes travel dangerous to health of the traveler will justify the extension herein provided for. The extension may also be granted to one or more members of the family of the passenger who is ill, when traveling together, and to persons who are subject to an established quarantine.

Stopover privileges for a limited time may be granted for the same causes and under the same conditions and restrictions as justify extension of time upon limited tickets. No stopover privilege will be recognized as valid unless provisions therefor are made in the carrier's published tariffs

RAILROAD COMMISSION OF NEVADA,

ATTEST: E. H. WALKER, *Secretary*. H. F. BARTINE, *Chairman*.
Effective February 10, 1908.

TARIFF CIRCULAR No. 2A

To the Railroads Operating in Nevada:

Strictly excursion fares, covering a named and limited period, may be established on less than the regular thirty-day notice.

To avoid the necessity of special application in cases of this kind, the Commission has made a general order fixing the following-named time of notice of round-trip excursion fares, and carriers may govern themselves accordingly.

Fares for an excursion limited to a designated period of not more than three days may be established, without further notice, upon posting a tariff two days in advance in two public and conspicuous places in the waiting-room of each station where tickets for such excursions are sold, and mailing a copy thereof to the Commission.

Fares for an excursion limited to a designated period of more than three days and not more than thirty days may be established upon a like notice of five days.

Fares for a series of daily excursions, such series covering a period not exceeding thirty days, may be established upon a like notice of five days as to the entire series, and a separate notice of the excursion on each day covered by the series need not be given.

Fares for an excursion limited to a designated period exceeding thirty days will require the statutory notice, unless shorter time is allowed in special cases by the Commission.

RAILROAD COMMISSION OF NEVADA,

Issued June 19, 1908.

By E. H. WALKER, *Secretary*.

Effective June 19, 1908.

Tariff Circular No. 2 canceled.

TARIFF CIRCULAR No. 3

To the Railroads Operating in the State of Nevada:

Commencing immediately, all passenger and freight tariffs, circulars, excursion notices or rate notices of any kind and all supplements, or amendments to the same naming rates or fares affecting the intrastate business of your roads within the State of Nevada, must be given a Nevada Railroad Commission number.

The first tariff issued after the receipt of this circular letter containing rates described above should be numbered one, and all tariffs issued thereafter to be numbered consecutively. The number must be preceded by the initials N. R. C., and the initial and number must be placed in either the upper right-hand corner of the tariff or the upper left-hand corner, and should be printed in bold type.

Where one issue supersedes another reference of cancelation must be made beneath the N. R. C. number of the superseding tariff, showing the number of the tariff canceled. Where portions of other N. R. C. tariffs are canceled reference to the tariff or tariffs and rates canceled must be specified on the first page or title page of the canceling tariff, showing in detail just what items have been canceled.

Please acknowledge receipt of this circular letter by return mail, advising this Commission of your compliance to the same and also advising whether the matter is thoroughly understood.

RAILROAD COMMISSION OF NEVADA.

Issued May 26, 1909.

By E. H. WALKER, *Secretary*.

TARIFF RULING No. 4

Upon traffic picked up and laid down within the State of Nevada, by carrier or between carriers, line or interline, the through rate must not exceed the combination of local rates based upon terminal, junction or main-line points.

Wherever it is found that the through rate to any given point does

exceed the combination of local rates, the combination of locals must be protected by and through a request made of this Commission for permission to amend the through or local tariff, as the case may be, so as not to exceed the lower combination rates, making such amendment retroactive in effect to the date upon which the excessive through rate was named; provided, that no rate of this character shall be made retroactive in effect prior to the date this ruling becomes effective, in any case where such through tariff carries the provision that through rates named must be applied regardless of what lower combinations may be made. All tariffs carrying a provision of this kind must be immediately amended, striking out such provision as applied to Nevada intrastate traffic, effective the same date as this ruling.

Further, it is hereby ordered that in no case shall a rate be charged on any commodity exceeding the class rate applicable on such commodity. That is, wherever the application of the current Western Classification or Exceptions thereto and the class rate named makes a lower rate than the commodity rate named, the class rate must be applied; and wherever the commodity rate makes the lowest rate, it must be applied.

This ruling shall take effect May 1, 1910.

By order of the Commission:

E. H. WALKER, *Secretary*.

Issued April 7, 1910.

GENERAL RULING No. 1

In re the matter of switching low-grade commodities reaching Goldfield over the lines of the Tonopah and Goldfield Railroad.

Several informal complaints have been made to the Commission at various times by J. Gottstein and others, alleging error in weights of car-load shipments of hay which were not weighed in transit and that charges were assessed on the basis of invoice weights.

Invoice weights should not be applied except in cases where it is impossible to secure track-scale weights.

The Tonopah and Goldfield Railroad maintain track scales at Main Line Junction, and at Goldfield, when necessary, use the track scales belonging to the Western Ore Purchasing Company. The said railroad company in reply to the aforesaid complaints have advised the Commission that they are agreeable to the application of either track-scale or invoice weights and have requested that a ruling be made in order that the question may be definitely settled.

On the other hand, Mr. Gottstein, in behalf of himself, and other shippers, demands that they be accorded a free weighing service at Goldfield covering carload shipments of low-grade commodities when, in their judgment, said shipments appear to be short of weights.

We do not believe that this position is well taken and feel that if the shipments are weighed in transit at Main Line Junction, a point thirty-five miles north of Goldfield, and the waybill weights and charges corrected to the actual weight determined at that point, such service should, in every way, be satisfactory. If, however, on arrival at Goldfield there is further contention regarding the correctness of the weights a reciprocal rule may be adopted. For example, if the variation in weight does not exceed 2,000 pounds in the reweighing at Goldfield, consignee shall be entitled to the benefit of the corrected weight, but shall pay to the carrier for the weighing service a charge not exceeding \$2.50 per car.

If, however, in reweighing there is a difference exceeding 2,000 pounds in favor of consignee, he shall have the benefit of the corrected weight and shall not be required to pay carrier for the service incidental to reweighing.

The complainant also insists that, where weights of carload shipments are challenged, the cars, after being made empty, should be weighed in order to secure correct weights of the same. Empty cars are weighed periodically by the companies that own them, and the weight is stenciled on each car. If the dealer has reason to believe the weight of the car, as marked on it, is incorrect, then he should have the right to have it weighed, but unless it is more than 500 pounds heavier than the tare indicates, he should pay the railway company for switching and weighing an allowance not exceeding \$2.50 per car.

It is therefore ruled that all carload shipments of hay, lumber, coal, brick, cement and other low-grade commodities destined to Goldfield shall be reweighed at Main Line Junction on and after January 20, 1911, and waybill weights and charges accordingly corrected to conform to the actual scale weights.

RAILROAD COMMISSION OF NEVADA.

Dated December 30, 1910.

By E. H. WALKER, *Secretary*.

TARIFF RULING No. 5.

To Railroads Operating in Nevada:

It is hereby ordered that all rates established on live stock or any other commodity, between points in the State of Nevada, requiring shippers to forward a trainload of a specified number of cars in order to enjoy the rate named, shall be so amended as to eliminate the trainload minimums and leave the rates in effect on single carload shipments.

This order shall take effect on August 1, 1911, and the rates above referred to must be amended as ordered on or before that date.

RAILROAD COMMISSION OF NEVADA.

Dated June 20, 1911.

By E. H. WALKER, *Secretary*.

STATE OF NEVADA

FIRST ANNUAL REPORT

OF THE

**Public Service Commission
of Nevada**

1911

H. F. BARTINE - - - - - Chief Commissioner
J. F. SHAUGHNESSY - First Associate Commissioner
W. H. SIMMONS - Second Associate Commissioner
E. H. WALKER - - - - - Secretary
W. K. FREUDENBERGER - - - - Chief Engineer



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : JOE FARNSWORTH, SUPERINTENDENT
1912



FIRST ANNUAL REPORT

OFFICE OF THE
PUBLIC SERVICE COMMISSION OF NEVADA.
CARSON CITY, NEVADA, December 31, 1911.

HON. T. L. ODDIE, *Governor of the State of Nevada.*

SIR: We herewith submit the first report of the Public Service Commission of this State covering the period from March 23, 1911, the date of the approval of the law creating such Commission, down to and including December 31st of said year.

By the terms of the law the Railroad Commission of Nevada is made ex officio the Public Service Commission, and the purpose of the statute is to bring under state control and regulation those public utilities within the State not already under the jurisdiction of the Railroad Commission. These, in brief, are electric light, heating and power companies, gas companies and those engaged in furnishing water either for domestic use or as power for manufacturing or other purposes.

The enactment of this law was intended to place Nevada in line with the progressive thought of the Nation as a whole upon the subject of the control and regulation by the States of all public service corporations, companies, associations or individuals, furnishing the general public with light, heat, power, and transportation in its varied forms. Nearly all of the American States having created commissions for the purpose of such control and regulation, the wisdom of the policy can only be challenged by impugning the intelligence of the people of the United States.

As has been remarked frequently with reference to railroads, every public utility is to a very considerable extent a monopoly. In the smaller towns and cities a single public utility usually has exclusive control of the field in which it operates. It determines for itself the character of the service to be rendered by it and the measure of compensation, save as it may be restricted by its charter or held in check by some commission or body invested by law with the power so to do.

The natural disposition of all monopolies, large or small, is to enrich themselves to the greatest extent possible. That is the main purpose of their being. To this end they take the fullest advantage of their opportunities, either by rendering inferior service or by excessive charges, and sometimes by both. This is not intended as a reflection upon the character or integrity of those who control public utilities, but is referred to merely by way of suggestion that all monopolies lead to abuses. And this is why all over this broad land there is a general demand for their control and regulation by governmental authority.

Nor should it be assumed that in every controversy that arises between a public service corporation and one or more of its patrons the corporation is wrong. The fact that a public utility is wrong in some things not unfrequently begets the idea in some minds that it is wrong in all things, while the truth is that in many controverted cases the utility is right, both in law and equity. It is not in a spirit of hostility to public utilities that their regulation by commissions has been so generally pro-

vided for. The great value of, and, indeed, we may say the urgent necessity for, such utilities is quite generally recognized. Obviously it is impossible for each individual, even in a comparatively small community, to furnish himself with electric lights, gas or water. Now and then some person may by reason of his wealth or fortunate situation be able to do so, but the rule is the other way, and communities, as a whole, are usually dependent upon some company or corporation organized to supply their needs. The results are better service and less expense, but at the same time the creation of a monopoly, which, with no injustice to the corporation should, nevertheless, be supervised, regulated and controlled for the common weal.

With these principles in view the Public Service Commission of Nevada has begun its work. Thus far this has been to some extent preliminary and along the lines of investigation intended to ascertain the nature of the public utilities operating within the State, the character of the service rendered, the rates charged, and the general conditions under which the service is being performed.

At the outset of the work the Commission appointed Mr. W. K. Freudenberger of Ely its engineer, as authorized by law. It was especially desirable that the person occupying this position should be familiar with electrical engineering, and Mr. Freudenberger was selected mainly in view of his experience and attainments in this particular line, although his scientific knowledge of other public utilities was also considered. The Commission has had no reason to regret the selection, for his work has been conscientious, intelligent and as thorough as the time would permit. The provision authorizing the employment of such engineer was a wise one, for the Commission must of necessity obtain most of its technical information relating to electricity, gas and water from one who has made a scientific study of them in their application and use as public utilities. It may be stated in this connection that Mr. Freudenberger has also rendered valuable service to the Railroad Commission in certain branches of its work. The personnel of the two commissions being the same, and the same office being used for both, it is found advisable to utilize the office force to the best possible advantage for the work of both commissions. This is in the interest of economical management, and it also adds greatly to the efficiency of the clerical employees.

The investigations of the Commission have shown that there are within its jurisdiction thirty-four public utilities—three gas, one sewer and drainage, eleven electric, and nineteen water. A full list is given further on in this report. Reports have been received from nearly all of them, and as rapidly as possible the Commission is familiarizing itself with the work of these utilities and the conditions surrounding them.

Twelve complaints have been received and a list of them, together with the Commission's action thereon, appears later in this report. No drastic action has yet appeared necessary.

In these cases the dereliction complained of has been due almost entirely to conditions existing prior to the creation of this Commission, and when there was neither law nor rules governing such utilities. As soon as possible after its organization the Commission adopted and promulgated rules, regulations and instructions for the government and guidance of public utilities in this State, and also forms for annual reports.

It is a pleasure to be able to say at this time that the public service

corporations under the jurisdiction of this Commission have accepted the new conditions with good feeling, are sending in their reports with commendable promptitude, and are showing a fair and reasonable disposition to comply with the requirements of the law and the rules and regulations prescribed by the Commission. These rules and regulations are, in a degree, tentative, subject always to modification with more thorough understanding of conditions now existing, and as the present conditions may change.

So the first yearly reports filed with the Commission by the utilities are very far from being complete. This apparently is not due to any desire on the part of the managers to conceal essential facts, but is rather owing to the circumstance that the books and records have not been kept in the manner necessary for the making of such reports as the Commission requires. But by proper visitation and instruction to those in charge of the various plants it is hoped and believed that next year's reports will be far more uniform, as well as more comprehensive in detail.

The following is the list of utilities operating within this State and over which the Public Service Commission has jurisdiction:

Gas Utilities

Carson City Coal Gas Company—G. A. Campbell, Manager, Reno, Nevada.

Reno Power, Light and Water Company—G. A. Campbell, Manager, Reno, Nevada.

Nevada Gas Company—V. S. Thomas, Attorney, Tonopah, Nevada.

Sewer and Drainage Companies

Tonopah Sewer and Drainage Company—J. G. Crumley, Secretary, Tonopah, Nevada.

Electric Utilities

Elko Water and Light Corporation—J. D. McFarlane, Superintendent, Elko, Nevada.

Mason Water, Light and Power Company—H. W. Culbertson, Manager, Mason, Nevada.

Truckee River General Electric Company—G. A. Campbell, Manager, Reno, Nevada.

Reno Power, Light and Water Company—G. A. Campbell, Manager, Reno, Nevada.

Consolidated Power and Telephone Company—W. S. Park, Manager, Las Vegas, Nevada.

Ely Light and Power Company—Arthur Smith, General Manager, East Ely, Nevada.

The Nevada California Power Company—G. M. Wills, Agent, Goldfield, Nevada.

Pacific Power Company—W. N. Chatfield, Assistant Secretary, Bodie, Cal.

Lovelock Light and Power Company—G. W. Lang, President, Lovelock, Nevada.

Winnemucca Water and Light Company—E. Reinhart, Secretary, Winnemucca, Nevada.

S. R. Young Electric Plant, Lovelock, Nevada.

Water Utilities

Las Vegas Land and Water Company—F. A. Waters, Agent, Los Angeles, Cal.

Elko Water and Light Corporation—J. D. McFarlane, Superintendent, Elko, Nevada.

Mason Water, Light and Power Company—H. W. Culbertson, Manager, Mason, Nevada.

Carson Water Company—E. B. Yerington, Secretary, Carson City, Nevada.

Virginia Ranch Land and Cattle Company—H. C. Dangberg, Manager, Gardnerville, Nevada.

Virginia and Gold Hill Water Company—J. M. Leonard, Superintendent, Virginia, Nevada.

Indian Springs Water Company—C. L. Milward, Manager, Rhyolite, Nevada.

Austin City Water Company—S. E. McIntire, Agent, Austin, Nevada.

Ash Meadows Water Company—A. L. Klampf, Manager, Rhyolite, Nevada.

Ely Water Company, Arthur Smith, General Manager, East Ely, Nevada.

Reno Power, Light and Water Company—G. A. Campbell, Manager, Reno, Nevada.

Tonopah United Water Company—F. A. Burnham, Manager, Tonopah, Nevada.

Tuscarora Water Company—H. S. Haskins, Manager, 165 Broadway, New York.

Goldfield Consolidated Water Company—C. G. Patrick, Secretary, Goldfield, Nevada.

Ruby Hill Water Company—J. M. Vinton, Superintendent, Eureka, Nevada.

Winnemucca Water and Light Company—E. Reinhart, Secretary, Winnemucca, Nevada.

Eureka Water Works—F. M. Fletcher, Superintendent, Eureka, Nevada.

Manhattan Water Company—J. E. Connor, Manager, Manhattan, Nevada.

Hawthorne Water Works.

SERVICE COMPLAINTS

Case No. 1—Minimum Monthly Charge, Electric Bill.

May 1, 1911, complaint was filed by O. H. Mack of Reno against the Reno Power, Light and Water Company. Complainant objected to paying the regular minimum monthly charge of \$1 for electric light in office, for the alleged reason that he did not use his lights at all some months.

This case is receiving proper attention, and will be ready for a decision at an early date.

Case No. 2—Shortage of Water Supply.

Under date of May 18, 1911, complaint was filed by D. A. Pate of Austin, Nevada, District Attorney of Lander County, against the Austin City Water Company. The action of Mr. Pate was taken at the request of the Lander County grand jury. Complainant alleged that during certain seasons of the year, owing to a shortage of supply, the water is regularly turned off the system at night, resulting in hardship to the consumers, they being without water supply for domestic use for about twelve hours each night, and having no water to flush closets and sewers during this time, and the danger in case of fire being greatly increased.

A hearing on this complaint was held at Austin on August 17th and 18th, the Commission acting on its own motion. D. A. Pate, District Attorney of Lander County, appeared for the complainants, and Chas. A. Cantwell appeared as attorney for the defendant. The case involves difficult problems of supply and service, and is still pending before the Commission.

Case No. 3—Reno Water Complaint.

June 16, 1911, complaint was filed by O. H. Mack of Reno, Nevada, against the Reno Power, Light and Water Company, alleging that for considerable periods of time during certain seasons the domestic water supply in Reno is extremely dirty or muddy and unfit for domestic use. A hearing on this case was held at the office of the Commission in Carson City on July 8, 1911, the Commission proceeding on its own motion.

The opinion and order of the Commission in this case follows:

[Case No. 3]

BEFORE THE PUBLIC SERVICE COMMISSION OF NEVADA

Public Service Commission of Nevada, Complainant,

v.

Reno Power, Light and Water Company, Defendant.

In re Condition of Reno Water Supply

Appearances:

For Defendant: A. E. Cheney, Counsel for Reno Power, Light and Water Company; G. A. Campbell, Manager for Reno Power, Light and Water Company.

For Complainant: O. H. Mack of Reno, Nevada; C. J. Sadlier, member City Council of Reno, Nevada; Peter Steffes, member City Council of Reno, Nevada; E. Twaddle, member City Council of Reno, Nevada; E. F. Lunsford, City Attorney of Reno, Nevada; J. F. Butler, City Electrician of Reno, Nevada.

Opinion and Order

Shaughnessy, Commissioner:

Action in the above-entitled case was begun by the Public Service Commission of Nevada upon its own motion, as provided in section 19 of the Public Service law of this State, after formal complaint had been made to the Commission against the Reno Power, Light and Water Company by Mr. O. H. Mack, a citizen of Reno, Nevada, under date of June 16, 1911, alleging that the water furnished for domestic use by the company for approximately six months out of each and every year for the last ten years past, was in very bad condition from dirt and filth, both animal and vegetable, and that, therefore, its improvement was a matter of vital importance to the convenience and health of all the people using water in Reno.

On June 25th Mr. Mack made further complaint to the Commission against the said company alleging that the monthly charge of \$2.50 which he paid for water furnished at his residence was excessive and should be reduced.

Following receipt of these complaints, citation was issued and on July 8, 1911, the defendant water company appeared before the Commission, represented by its counsel, A. E. Cheney, and Manager Geo. A. Campbell, for hearing and investigation.

In support of the complainant, Mr. O. H. Mack and the Public Utility Committee of the City Council of Reno, consisting of Councilmen C. J. Sadlier, Peter Steffes, E. Twaddle, City Attorney E. F. Lunsford, and City Electrician J. F. Butler appeared.

Testimony was taken from which it appeared that the water was very dirty at various periods throughout the year due to rain, and snow melting in the Sierra Nevada Mountains, the source of said Reno water supply. This condition, according to the different view points of the witnesses, varied from two to six months out of each year.

As the Commission is newly created and in March of this year only begun the work of regulating light, power and water companies, and as a very exhaustive research into the affairs of the said company is necessary before any action regarding the reasonableness of the rates charged can be taken, obviously little or anything of value could be developed upon that point at the said hearing. The matter, however, is being given attention and after the Commission has made a complete investigation a further hearing will be held if it is found that, all things considered, the water rates are too high.

Preliminary to the taking of testimony at the hearing, counsel for the water company, without consenting that the Commission had jurisdiction to inquire into the quality of water, directed attention to the fact that it would, under the law, first be the duty of the Commission to establish, by rules and regulations, the quality of the water which is required. Subject to said objection on the part of counsel, the hearing continued mainly with the idea of establishing a basis upon which to predicate an intelligent and speedy investigation into the quality of the water and thus acquire authoritative data by which a just standard of quality and proper treatment could be prescribed.

Witnesses testified that the water is often unfit for drinking purposes without first filtering it, that it is frequently too muddy for bath use, and that it becomes necessary to carry water from wells for several weeks at a time or to purchase drinking water from dealers.

Since the hearing a thorough investigation into the condition and quality of

the water, the treatment which should be applied and the cost therefor has been made by the Commission through its engineer, Mr. W. K. Freudenberger. It should also be mentioned that Professor Sanford C. Dinsmore, chief chemist of the University of Nevada, rendered valuable aid in determining, by a series of tests extending from July 3d to September 25th, the condition of the water as to bacteria and turbidity. The Commission wishes to express its appreciation at this time of the valuable and authoritative reports which he furnished.

The water supply for the city of Reno is obtained from two sources. One is from the Truckee River, which has its source in Lake Tahoe and is also fed by a number of streams before it reaches Reno; the other is from Hunter Creek, which has its source on the east slope of the Sierra Nevada mountains and is fed from springs and melting snow. Water is taken from the Truckee River at a point nine miles west of Reno and carried in an open ditch to two reservoirs one mile northwest of the business portion of the city. Water is taken from Hunter Creek at a point four and one-half miles west of Reno and carried in an open ditch and wooden flume one-half mile east to a reservoir, located four miles west of the city and south of the Truckee River. All of these reservoirs are open and of plain earth construction. The combined capacity of the two Truckee River reservoirs is approximately 45,000,000 gallons, while the capacity of the Hunter Creek reservoir is about 25,000,000 gallons. The average consumption of water at Reno is 8,000,000 gallons per day, hence the reservoirs hold a sufficient supply for eight and three-fourths days during times of average consumption.

All of this water at its source in the mountains is very pure and free from contamination. From several sanitary analyses, made of the water at the reservoirs and from faucets in the city by Professor Dinsmore, it was found that while the water was not free from dirt and sediment, it was, however, of good healthful quality and better than the average of purity of waters for American cities, being free from bacteria dangerous to health, the trouble being mainly its turbidity.

On July 3d, the following sanitary analyses were made at the reservoirs. The Truckee River reservoirs are designated by Nos. 1 and 2, while the Hunter Creek is designated by No. 3:

	PARTS PER MILLION		
	No. 1	No. 2	No. 3
Total solids.....	79.0	68.0	103.0
Fixed solids.....	46.0	41.0	55.0
Volatile solids.....	33.0	27.0	48.0
Free ammonia.....	.012	.008	.010
Albuminoid ammonia.....	.282	.076	.192
Nitrogen as nitrites.....	None	None	None
Nitrogen as nitrates.....	None	None	None
Required oxygen.....	3.25	3.06	3.25
Chlorine.....	6.10	5.50	5.70

In order to secure a more representative test, under dates of July 10th, 17th and 20th and August 5th, water was taken from a faucet in the city and a sanitary analysis made of each sample taken.

The following table shows the result of these tests:

Date taken	PARTS PER MILLION					
	Free ammonia	Albuminoid ammonia	Nitrogen as nitrites	Nitrogen as nitrates	Required oxygen	Chlorine
July 10.....	.015	.268	Trace	Trace	2.75	6.5
July 17.....	.060	.230	Trace	Trace	2.25	6.5
July 20.....	.024	.256	None	Sl. trace	2.50	5.0
August 5.....	Trace	.066	Sl. trace	None	2.20	5.0

Following the analysis made on August 5th, a portion of the sample of water was first filtered and then analyzed. The following record shows what the purity of the water would be as to sediment if it were treated by the filtering process before using:

	Before	After
Free ammonia.....	Sl. trace	None
Albuminoid ammonia.....	.066	.064
Nitrogen as nitrites.....	Trace	None
Nitrogen as nitrates.....	None	None
Required oxygen.....	None	.....
Chlorine.....	5.0	5.0
Color.....	Turbid	None
Odor.....	None	None

Between August 2 and September 25, 1911, thirty-nine daily tests of the turbidity of the water were made by Professor Dinsmore from samples taken from a faucet at the University. We understand that the water furnished at the University is from the Truckee River supply, and does not include the Hunter Creek water, which is usually in better condition as to clearness.

From these tests we find that the condition of the water (as to clearness) furnished to the University and the greater portion of the city of Reno was for 62 per cent of the time over which these tests were made above a reasonable standard for good water, and below said standard for 38 per cent of the time.

When it is considered that these tests cover a period during the summer when natural conditions are as nearly ideal as possible, and the condition of the water considerably better than for the average of the entire year, it is manifest that the water furnished the city of Reno should be given attention and brought up to and maintained at a better standard of clearness. The health, general convenience and welfare of the people of every community depend largely upon a wholesome and clear water supply, and, in the interest of the safety to health, most cities of any considerable size find it highly advantageous to safeguard their people by requiring that their water supplies be filtered or treated in some other effective manner.

Considering the earnings and financial condition of the water company and their low operating expenses by reason of a gravity line system, the people of Reno are fairly entitled to a reasonable, even generous, expenditure on the part of the company for the establishment of an effective treating system in order that clear water may be furnished at all times and first-class service rendered thereby.

The Commission will prescribe the standard of quality, but it will not at this time attempt to prescribe any particular method by which the water should be improved and brought up to standard, believing, as it does, that the company should be given the opportunity of selecting and adopting the system which it can establish and maintain to the best advantage, while at the same time meeting the standards prescribed by the Commission as to the quality of the water.

Order

It is therefore ordered that on or before January 1, 1912, the Reno Power, Light and Water Company shall adopt and comply with the following rules, regulations and standards, in order that the condition of the water furnished to the people of Reno shall be improved and a better service rendered thereby:

That the maximum turbidity of the Reno water supply shall, at no time be greater than 30 parts in a million and that the monthly average shall not exceed 15 parts.

That the company shall have monthly sanitary analyses made of the water supply at Reno, copies of which shall be furnished the Commission.

That daily turbidity tests shall be made and recorded from samples of water taken from faucets or hydrants at points within the city which connect with the Truckee River and the Hunter Creek supplies respectively, monthly statements of which shall be furnished the Commission.

That each of the reservoirs of the water company located near Reno, where the domestic water supply furnished by the company is stored, shall be thoroughly cleaned not less than once in each and every four-month period.

PUBLIC SERVICE COMMISSION OF NEVADA,

Dated October 25, 1911.

By E. H. Walker, Secretary.

Case No. 4—Reno Water Rates.

Under date of June 25, 1911, complaint was filed by O. H. Mack of Reno, Nevada, against the Reno Power, Light and Water Company, alleging excessive rates for water service. Data is being collected on this case, and a valuation of the property will be made before a hearing is held. The case is still pending before the Commission.

Case No. 5—Reno Electric Rates.

Under date of June 25, 1911, complaint was filed by O. H. Mack of

Reno, Nevada, against the Reno Power, Light and Water Company on account of their electric rate of 7 cents per kilowatt hour, and asking for a lower rate. Data is being collected on this case, and the electric company has been requested to furnish a complete valuation of their property. This valuation is necessary for a decision upon the reasonableness of the rates. The case is still pending before the Commission.

Case No. 6—Overcharge on Electric Bill.

Under date of July 17, 1911, complaint was filed by Miss B. Smith of Carson City, Nevada, against the Truckee River General Electric Company, alleging an overcharge on her electric bill for March, 1911. This bill was contracted before the organization of this Commission, but the complaint was placed before the electric company and a satisfactory adjustment secured. The bill was originally \$12.65, and a reduction of \$9.90 was made by the company. In this case the complaint was not of the rate. The issue was upon the quantity of current used. As exact proof of the facts was not attainable, the Commission urged an adjustment in the nature of a compromise, with the result given above.

Case No. 7—Poor Voltage Regulation.

On August 9, 1911, informal complaint was made by the Hotel Golden in Reno, Nevada, against the Reno Power, Light and Water Company on account of the extreme fluctuations in voltage, causing a very poor lighting service. The Commission's Engineer made a 24-hour voltage test at the hotel, and a copy of test was sent to the electric company, with a request that the trouble be promptly remedied. This request was complied with at once, and the matter was satisfactorily closed.

Case No. 8—Overcharge on Electric Bill.

On August 12, 1911, informal complaint was made by Governor T. L. Oddie against the Truckee River General Electric Company, alleging overcharge on electric bills. The Commission's engineer tested the electric meter at the Governor's mansion, and found it registering 10 per cent too fast. A 10 per cent reduction was made in all bills contracted while the fast meter was in service, a refund of \$9.85 being made.

Case No. 9—Overcharge on Gas Bill.

On August 12, 1911, informal complaint was made by Governor T. L. Oddie against the Carson City Coal Gas Company, alleging overcharge on gas bills contracted previous to August, 1911. The Commission's engineer tested the gas meter at the Governor's mansion, and found it registering only 1 per cent fast, which was within the limit of accuracy prescribed by the Commission. During the month of August, 1911, however, the gas bill was more than \$80, which was about seven times as much as the average bill. The gas company reduced it to \$11.70, and then installed a check meter.

Case No. 10—Refusal to Furnish Three-Phase Service.

October 12, 1911, complaint was filed by S. A. Imelli, of Gardnerville, Nevada, against the Truckee River General Electric Company of Reno, Nevada, alleging refusal of the electric company to furnish him three-phase service for a 3-H.P. three-phase motor, recently installed in a new pumping plant. Refusal of the electric company to furnish three-phase service was on the ground that they had in effect a rule to furnish three-phase service only for motors of $7\frac{1}{2}$ -H.P. in size and larger. The case

was compromised by Mr. Imelli substituting a single-phase motor in place of the three-phase motor and the electric company paying half the extra cost of the change.

Case No. 11—Overcharge on Gas Bill.

October 12, 1911, informal complaint was made by the Board of Capitol Commissioners against the Carson City Coal Gas Company, alleging an overcharge on gas bill for September. The gas meter was tested and found to be registering 4.8 per cent fast. The bill was discounted accordingly and settlement made.

Case No. 12—Poor Voltage Regulation.

October 29, 1911, informal complaint was made by the City Council of Reno, Nevada, through their city electrician, J. F. Butler, against the Reno Power, Light and Water Company, alleging poor voltage regulation. Upon being notified of this complaint the electric company conducted a series of tests in order to determine what regulating apparatus would be required to maintain voltage regulation in accordance with the rules and regulations laid down by this Commission. This case is still under consideration by the Commission.

IN CONCLUSION

In closing this report we deem it proper to direct attention to the fact that the regulation of such utilities as electric light, heating and power, gas and water companies has not made the systematic and consistent progress that has marked the work of regulating railroads. This is due to the dissimilarity of conditions affecting the different kinds of public utilities. While no two railroads operate under exactly the same conditions, still the divergence is nothing like so great as it may be and generally is between different water, gas or electric light companies. As these varying conditions must necessarily be given consideration in prescribing the duty of a utility in the matter of a service to be rendered to the community in which it operates, it follows as a consequence that in the regulation of such utilities as are within the jurisdictional control of this Commission there will be a wider departure from uniformity than in the case of railroads. For example, a railroad generally extends over a considerable stretch of territory and is not subject solely to the conditions obtaining at either end of its line, or at any intermediate point, but to the conditions as a whole along the entire line. But water, electric light and gas companies frequently, and perhaps generally, do their business in a single town or city or within a comparatively small radius of which the city or town is the center. The conditions obtaining at one city or town are, as a rule, quite different from those at another fifty or a hundred miles away. This difference exists with reference not merely to the affairs of the city or town proper, but in larger degree, probably, to the conditions affecting the service. Moreover, there is a wide difference in detail work between an electrical service and a gas service, and still more difference between either of these and a water or sewer service.

The Commission is, however, making good progress in the formulation of general rules applicable to the different kinds of utilities, and is looking forward to good results in the near future. We confidently believe that our next report will be much more comprehensive and instructive, showing work accomplished amply justifying the creation of the Com-

mission, which is a comparatively inexpensive one by reason of its close connection with the Railroad Commission.

All of which is respectfully submitted.

H. F. BARTINE,
Chief Commissioner.

J. F. SHAUGHNESSY,
First Associate Commissioner.

W. H. SIMMONS,
Second Associate Commissioner.

E. H. WALKER, *Secretary.*

**ANNUAL REPORTS OF ELECTRIC, WATER AND
GAS UTILITIES FOR THE YEAR ENDING
JUNE 30, 1911.**

ELECTRIC COMPANIES

ANNUAL REPORT OF THE CONSOLIDATED POWER AND TELEPHONE
COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Directors—F. A. Clark Las Vegas, Nevada; Ed. W. Clark, Las Vegas, Nevada; John S. Park, Las Vegas, Nevada; Wm. S. Park, Las Vegas, Nevada.

Principal Officers—President, F. A. Clark, Las Vegas, Nevada; Secretary, John S. Park, Las Vegas, Nevada; Treasurer, John S. Park, Las Vegas, Nevada; Manager, W. S. Park, Las Vegas, Nevada.

Location of Plant—Las Vegas, Nevada.

Location of Principal Office—Las Vegas, Nevada.

Date when company was originally organized—March 20, 1906.

Date when company first began to sell electricity, 1906.

Names of cities or towns supplied with electricity—Las Vegas, Nevada.

Population of territory supplied, 1,500.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	100,000
Common stock, par value per share	\$1.00
Common stock, par value outstanding	\$100,000.00
Dividends declared	None
Funded debt outstanding	\$19,500.00
Interest paid during year	\$1,170.00
Total funded debt and capital stock outstanding	\$119,500.00

COST OF PLANT AND EQUIPMENT

Land (used in operation of utility)	\$975.00
Buildings, fixtures and grounds (used in operation of property)	2,400.00
Distillate power plant equipment	5,340.13
Transformers	1,238.20
Meters	1,297.60
Miscellaneous construction and equipment expenditures	11,111.31
Total cost of plant and equipment	\$22,417.24

INCOME ACCOUNT

Commercial lighting earnings	\$9,900.73
Expenses—Power	5,105.58
Consumption	1,954.72
General	1,000.00
Total operating expenses	\$8,060.30
Taxes	70.28
Operating expenses and taxes	\$8,130.58
Net operating revenue	\$1,770.15
Nonoperating revenues	174.70
Gross income	\$1,944.85
Interest on floating debt	1,170.00
Net income	\$774.85
Surplus for year	\$774.85
Surplus at beginning of year	376.52
Surplus at close of year	\$1,151.37

BALANCE SHEET

Property and plant	\$22,417.24
Current assets—Cash	199.35
Accounts receivable	785.07
Material and supplies	233.37
Total assets	\$23,635.03

322 REPORT OF PUBLIC SERVICE COMMISSION OF NEVADA

ANNUAL REPORT OF CONSOLIDATED POWER AND TELEPHONE CO.—Continued

Capital liabilities—Capital stock, common.....	\$2,725.00
Current liabilities—Notes and bills payable.....	19,500.00
Accounts payable.....	69.31
Deposits.....	199.35
Accrued liabilities—Surplus.....	1,151.37
Total liabilities.....	\$23,635.03

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence.....	1
Engineers.....	1
Total number of employees.....	2
Wages of employees—Superintendence.....	\$900.00
Engineers.....	1,800.00
Total wages.....	\$2,700.00

FUEL ACCOUNT

Fuel oil, gallons—On hand first of year.....	1,000
Received during year.....	24,840
Used during year.....	24,944
On hand close of year.....	896
Fuel oil, cost—On hand first of year.....	\$125.00
Received during year.....	3,105.68
Total cost.....	\$3,230.68
Used during year.....	3,118.08
On hand close of year.....	\$112.50
Cost of fuel oil per gallon.....	12½ cents

COMMERCIAL CONSUMERS

Residences.....	84
Saloons.....	8
Offices.....	12
Stores.....	17
Laundries.....	1
Livery stables.....	2
Hotels.....	11
Restaurants.....	6
Theaters.....	2
Churches.....	2
Lodge halls.....	2
Depots.....	1
Signs.....	2
Total lighting.....	150
Per cent of consumers on meter basis.....	66½

ANNUAL REPORT OF ELECTRIC LIGHT PLANT OF ELKO WATER AND LIGHT CORPORATION FOR YEAR ENDING JUNE 30, 1911

Directors—Chas. B. Henderson, Elko, Nevada; Ethel Smith Henderson, Elko, Nevada; John Henderson, Elko, Nevada; W. T. Smith, Elko, Nevada.

Principal Officers—President, W. T. Smith, San Francisco, Cal.; Secretary, Charles B. Henderson, Elko, Nevada; Henderson Banking Company used as Treasurer, Elko, Nevada.

Location of Plant—Elko, Nevada.

Location of Principal Office—Elko, Nevada.

Date when company was originally organized—Incorporated June 5, 1905.

Name of cities and towns supplied with water—Elko, Nevada.

Population of territory supplied, about 2,000.

CAPITAL STOCK AND FUNDED DEBT

(Included in water report of this company.)

ANNUAL REPORT OF ELKO ELECTRIC LIGHT CO.—Continued

COST OF PLANT AND EQUIPMENT

Franchises	\$5,000.00
Land (used in operation of utility)	3,000.00
Buildings, fixtures and grounds (used in operation of property)	5,000.00
Power plant equipment (gasoline)	15,450.00
Distribution system	14,700.00
Meters	1,000.00
General office equipment	600.00
Miscellaneous construction and equipment expenditures	1,000.00
Total cost of plant and equipment	\$45,750.00

INCOME ACCOUNT

Commercial lighting earnings	\$20,088.52
Municipal contract lighting earnings (street lights)	1,454.80
Commercial power earnings	470.80
Sales of electric current to other public utilities	497.40
Miscellaneous earnings from operation (wiring, sale of lamps and fixtures)	4,793.70
Total operating revenues	\$27,314.82

EXPENSES

Power	\$13,549.92
Transmission and transformation	13,320.31
Distribution	2,078.89
Consumption	3,089.09
Commercial	123.86
General	3,649.09
Undistributed	245.50
Total operating expenses	\$36,056.66
Taxes	161.28
Operating expenses and taxes	36,217.94
Net operating deficit	\$8,903.12
Gross deficit	\$8,903.12
Interest on floating debt	51.01
Net deficit	\$8,954.13

Disposition of surplus account not shown.

Assets

BALANCE SHEET

Property and plant—Cost close of year	\$45,750.00
Current assets—Cash	73.19
Accounts receivable	3,647.77
Material and supplies	2,073.00
Total assets	\$51,543.96

Liabilities not shown.

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence	1
Engineers	2
Total number of employees	3
Wages of employees—Superintendence	\$1,800.00
Engineers	2,651.06
Total wages	\$4,451.06

FUEL ACCOUNT

Fuel oil, gallons—On hand first of year	Not shown
Received during year	71,000
Used during year	68,611
On hand close of year	*1,230
Fuel oil, cost—On hand first of year	Not shown
Received during year	\$7,036.79
Used during year	6,861.00
On hand close of year	*\$123.00

*The difference is loss by evaporation and some small sales.

ANNUAL REPORT OF ELKO ELECTRIC LIGHT CO.—*Continued*

COMMERCIAL CONSUMERS

Residences	154
Saloons	14
Offices	5
Stores	27
Laundries	3
Livery stables	3
Hotels	6
Restaurants	3
Theater	1
Churches	2
Lodge halls	2
Schools	4
Depots	2
Signs, street lights	56
Hospital	1
Barbers	2
Total lighting	285
<i>Power</i>	
Butcher shops	2
Groceries	3
Print shops	2
Jeweler	1
Electric light	3
Total power	11
Total lighting and power	296

ANNUAL REPORT OF THE ELY LIGHT AND POWER COMPANY FOR
THE YEAR ENDING JUNE 30, 1911

Directors—Frank W. Holmes, Mt. Vernon, N. Y.; H. A. Gray, New York City, N. Y.; John Jasten, Upper Montclair, N. J.; H. F. J. Knoblock, Bayonne, N. J.; C. Kelleher, Brooklyn, N. Y.

Principal Officers—President, Frank W. Holmes Mt. Vernon, N. Y.; Vice-President, H. A. Gray, New York City, N. Y.; Secretary, H. F. J. Knoblock, Bayonne, N. J.; Treasurer, John Jasten, Upper Montclair, N. J.; Assistant Treasurer, H. F. J. Knoblock, Bayonne, N. J.

Location of Plant—Ely, Nevada.

Location of Principal Office—East Ely, Nevada, and 242 Water St., Augusta, Maine.

Date when company was originally organized—December 12, 1906.

Date when company first began to sell electricity—In January, 1907.

Names of cities or towns supplied with electricity—Ely, East Ely and Lancaster, Nevada.

Population of territory supplied, about 8,000.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	2,000
Common stock, par value per share	\$100.00
Common stock, par value outstanding	\$200,000.00
Dividends declared	None
Funded debt outstanding	None
Interest paid during the year	None
Total funded debt and capital stock outstanding	\$200,000.00

COST OF PLANT AND EQUIPMENT

Land (used in operation of utility)	\$10,000.00
Buildings, fixtures and grounds (used in operation of property)	74,351.63
Steam power plant equipment	63,559.69
Boiler plant equipment	14,578.37
Substation and transformer station equipment	17,582.34
Meters	7,096.29
Cost of plant purchased	53,944.04
Total cost of plant and equipment	\$241,112.38

ANNUAL REPORT OF ELY LIGHT AND POWER CO.—Continued

INCOME ACCOUNT

Revenues—Commercial lighting earnings	\$39,180.84
Municipal contract lighting earnings	578.50
Commercial power earnings	2,336.00
Total operating revenues	\$42,092.84
Expenses—Power	\$23,084.29
Distribution	1,675.07
Consumption	1,081.45
General	7,457.69
Undistributed	1,056.00
Total operating expenses	\$34,308.50
Taxes	1,111.14
Operating expenses and taxes	\$35,414.64
Net operating revenue	\$6,678.20
Nonoperating revenues	24.51
Gross income	\$6,702.71
Interest on floating debt	\$2,791.87
Miscellaneous deductions	24.00
Total deductions from gross income	\$2,815.87
Net income	\$3,886.84
Surplus at beginning of year	\$25,225.92
Adjustments during year (profit and loss account)	261.91
	24,964.01
Surplus at close of year	\$28,850.85

Assets

BALANCE SHEET

Property and plant	\$241,112.36
Current assets—Cash	66.85
Notes and bills receivable	1,533.90
Accounts receivable	8,217.54
Material supplies	10,035.27
Prepaid insurance	269.91
Total assets	\$261,235.83
Liabilities	
Capital liabilities—Capital common stock	\$200,000.00
Current liabilities—Accounts payable	81,006.78
Deposits	1,048.20
Accrued liabilities—Taxes accrued	330.00
Surplus	28,850.85
Total liabilities	\$261,235.83

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence	1
Engineers, hydraulic works employees, boiler-plant employees	3
Station electrical employees, odd-job men	1
Overhead line repair employees	1
Lamp trimmers and inspectors, meter men	1
Consumers' ledger bookkeeper and cashier	1
General office clerks	2
Total number of employees	10
Wages of employees—Superintendence (per month)	\$150.00
Engineers, hydraulic employees, boiler-plant employees (per day)	5.00
Station electrical employees, odd-job man (per month)	15.00
Overhead line repair employees (per month)	160.00
Lamp trimmers and inspectors, meter men (per day)	3.50
Consumers' ledger bookkeeper	75.00
General office clerk	62.50
General office clerk	50.00

ANNUAL REPORT OF ELY LIGHT AND POWER CO.—*Continued*

FUEL ACCOUNT

Coal, tons—On hand first of year	206.70
Received during year	1,871.59
Total tons	2,069.29
Used during year	1,756.76
On hand close of year	323.53
Coal, cost—On hand first of year	\$1,252.23
Received during year	11,229.56
Total cost	\$12,481.79
Used during year	10,540.59
On hand close of year	\$1,941.20
Cost of coal per ton	\$6.00

COMMERCIAL CONSUMERS

Residences	275
Saloons	18
Offices	27
Stores	58
Laundries	2
Livery stables	2
Industrial establishment	1
Hotels	22
Restaurants	4
Theaters	4
Churches	5
Lodge halls	2
Schools	2
Depots	3
Sporting houses	5
Brewery	1
Miscellaneous	8
Total lighting	439
Per cent of consumers on meter basis	99
<i>Power</i>	
Butcher shop	1
Confectioners	3
Print shops	3
Brewery	1
Blacksmith shop	1
Packing house	1
Railroad shop	1
Church organ	1
Total power	12
Per cent of consumers on meter basis	100
Total lighting and power	451

ANNUAL REPORT OF THE LOVELOCK LIGHT AND POWER COMPANY
FOR THE YEAR ENDING JUNE 30, 1911

Directors—G. W. Lang, Lovelock, Nevada; W. B. Joslyn, Denver, Colo.; G. W. Gaukroger, Whatoke, Cal.

Principal Officers—President, G. W. Lang, Lovelock, Nevada; Vice-President, W. B. Joslyn, Denver, Colo.; Secretary, W. B. Joslyn, Denver, Colo.; Treasurer, G. W. Gaukroger, Whatoke, Cal.

Location of Plant—Lovelock, Nevada.

Location of Principal Office—Lovelock, Nevada.

ANNUAL REPORT OF LOVELOCK LIGHT AND POWER CO.—Continued

Date when company was originally organized—Incorporated September 3, 1907.

Date when company first began to sell electricity—October 6, 1907.

Name of city or town supplied with electricity—Lovelock, Nevada.

Population of territory supplied, 1,000.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	25,000
Common stock, par value per share.....	\$1.00
Common stock, par value outstanding.....	\$13,600.00
Dividends declared.....	None
Funded debt outstanding.....	None
Interest paid during year.....	None
Total capital stock outstanding.....	\$13,600.00

COST OF PLANT AND EQUIPMENT

Organization.....	\$100.00
Franchises.....	25.00
Buildings, fixtures and grounds (used in operation of property).....	500.00
Power plant equipment.....	3,670.00
Distribution system.....	1,569.20
Miscellaneous equipment.....	150.00
Total cost of plant and equipment.....	\$6,014.20

INCOME ACCOUNT

Revenues—Commercial lighting earnings.....	\$3,281.00
Expenses—Power.....	\$2,362.16
Consumption.....	41.26
Commercial.....	361.00
General.....	18.90
Total operating expenses.....	\$2,782.72
Taxes.....	21.16
Operating expenses and taxes.....	\$2,803.88
Net operating revenue.....	\$477.12
Nonoperating revenues.....	255.02
Gross income.....	\$732.14
Interest on floating debt.....	120.00
Net income.....	\$612.14
Other payments from net income (enlarging plants and lines).....	592.00
Surplus.....	\$20.14
Surplus or deficit at beginning of year.....	0.00
Surplus at close of year.....	\$20.14

BALANCE SHEET

<i>Assets</i>	
Property and plant.....	\$6,014.20
Treasury securities.....	11,600.00
Current assets—Cash.....	50.30
Accounts receivable.....	241.25
Material and supplies.....	217.30
Prepaid taxes.....	10.58
Total assets.....	\$17,933.63
<i>Liabilities</i>	
Capital liabilities—Capital common stock.....	\$13,000.00
Mortgages.....	1,000.00
Current liabilities—Accounts payable.....	709.01
Accrued liabilities—Surplus.....	20.14
Total liabilities.....	\$15,229.15

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Consumers' ledger bookkeepers.....	1
Wages of employees—Consumers' ledger bookkeepers.....	\$1,200.00

ANNUAL REPORT OF LOVELOCK LIGHT AND POWER Co.—Continued

FUEL ACCOUNT

Fuel oil, gallons—On hand first of year.....	220
Received during year.....	7,587
Total number gallons.....	7,807
Used during year.....	7,587
On hand close of year.....	220
Fuel oil, cost—On hand first of year.....	\$30.80
Received during year.....	1,022.16
Total cost.....	\$1,052.96
Used during year.....	1,022.16
On hand close of year.....	\$30.80
Cost of fuel oil per gallon.....	14 cents

COMMERCIAL CONSUMERS

Residences.....	4
Saloons.....	5
Offices.....	7
Stores.....	3
Laundries.....	1
Livery stables.....	1
Industrial establishments.....	1
Hotels.....	4
Lodge halls.....	1
Theaters.....	3
Total lighting.....	30

ANNUAL REPORT OF THE MASON LIGHT AND POWER COMPANY FOR
THE YEAR ENDING JULY 31, 1911

Directors—W. W. Armstrong, Salt Lake City, Utah; B. L. Cripps, Salt Lake City, Utah; E. G. Kidder, Salt Lake City, Utah.

Principal Officers—President, W. W. Armstrong, Salt Lake City, Utah; Vice-President, B. L. Cripps, Salt Lake City, Utah; Secretary, E. G. Kidder, Salt Lake City, Utah; Assistant Secretary and Manager, H. W. Culbertson, Mason, Nevada; Treasurer, E. G. Kidder, Salt Lake City, Utah.

Location of Plant—Mason, Nevada.

Location of Principal Office—Mason, Nevada.

Date when company was originally organized—February 8, 1909.

Names of cities or towns supplied with electricity—Mason, Nevada.

Population of territory supplied, 200.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	25,000
Common stock, par value per share.....	\$1.00
Common stock, par value outstanding.....	\$110.00
Dividends declared.....	None
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded debt and capital stock outstanding....	\$110.00

COST OF PLANT AND EQUIPMENT

Transmission and transformation.....	\$2,577.86
--------------------------------------	------------

INCOME ACCOUNT

Commercial lighting earnings.....	\$2,166.40
Expenses—Power.....	\$778.70
Distribution.....	1,395.65
General.....	317.43
Total operating expenses.....	\$2,491.78
Taxes.....	61.25
Operating expenses and taxes.....	\$2,553.03

ANNUAL REPORT OF MASON LIGHT AND POWER Co.—*Continued*

Net operating deficit.....	\$386.63
Gross deficit.....	\$386.63
Interest on floating debt.....	160.25
Net deficit.....	\$546.88
Surplus at beginning of year, for both water and light.....	334.37
Surplus at close of year, for both water and light.....	734.81

<i>Assets</i> BALANCE SHEET	
Property and plant.....	\$2,577.86
Current assets—Cash.....	502.31
Accounts receivable.....	1,156.70
Material and supplies.....	943.30
Total assets.....	\$2,602.31
<i>Liabilities</i>	
Capital liabilities—Capital common stock.....	\$110.60
Current liabilities—Notes and bills payable.....	3,000.00
Accounts payable.....	143.82
Surplus.....	734.81
Total liabilities.....	\$3,988.73

SUMMARY OF EMPLOYEES AND WAGES	
Average number of employees—Superintendence.....	1
General officers.....	1
Wages of employees—Superintendence.....	\$110.00
General officer, clerk.....	25.00
Total wages.....	\$135.00

FUEL ACCOUNT
(Not shown)COMMERCIAL CONSUMERS
(Not shown)ANNUAL REPORT OF THE NEVADA-CALIFORNIA POWER COMPANY
FOR THE YEAR ENDING JUNE 30, 1911

Directors—Delos A. Chappell, Denver, Colo.; W. E. Porter, Denver, Colo.; G. S. Wood, Denver, Colo.; R. Curtis, Denver, Colo.; T. S. Hayden, Denver, Colo.; L. C. Phipps, Sr., Denver, Colo.; L. C. Phipps, Jr., Denver, Colo.

Principal Officers—President, Delos A. Chappell, Denver, Colo.; Vice-President, Rodney Curtis, Denver, Colo.; Secretary, W. E. Porter, Denver, Colo.; 2d Vice-President, T. S. Hayden, Denver, Colo.; Treasurer, L. C. Phipps, Jr., Denver, Colo.

Location of Plants—On Bishop Creek, in California.

Location of Principal Office—Denver, Colo.

Date when company was originally organized and date of any reorganization or consolidation—Not shown.

Date when company first began to sell electricity—During 1905.

Names of cities or towns supplied with electricity—Goldfield, Tonopah, Millers, Silver Peak, Blair, Rhyolite, Pioneer, Manhattan, and Round Mountain, Nevada; Bishop, Cal.

Population of territory supplied, unknown.

CAPITAL STOCK AND FUNDED DEBT	
Number of shares of common stock authorized.....	50,000
Common stock, par value per share.....	\$100.00
Common stock, par value outstanding.....	\$5,000,000.00
Dividends declared.....	None
Mortgage indebtedness.....	\$3,000,000.00
Interest paid during year.....	None
Total mortgage indebtedness and capital stock outstanding.....	\$8,000,000.00

ANNUAL REPORT OF NEVADA-CALIFORNIA POWER CO.—Continued

COST OF PLANT AND EQUIPMENT

Franchises	\$1,000,185.90
Rights, licenses, etc.	4,186,251.21
Land (used in operation of utility)	57,663.00
Buildings, fixtures and grounds (used in operation of property)	317,785.63
Hydraulic power works equipment	864,157.11
Hydraulic power plant equipment	314,809.48
Transmission system	1,083,367.68
Substation and transformer station equipment	157,082.26
Distribution system	272,608.72
Transformers	25,981.55
Meters	40,219.43
General office equipment	5,004.16
Stores department equipment	1,677.21
Miscellaneous equipment	10,473.69
Engineering and supervision	5,085.26
Legal expense	34,082.04
Roadways	52,412.26
Total cost of plant and equipment	\$8,378,746.59

INCOME ACCOUNT

Commercial lighting earnings	\$126,575.46
Commercial power earnings	635,067.32
Total operating revenues	\$761,642.78
Expenses—Power	\$24,326.78
Transmission and transformation	19,800.74
Distribution	21,649.06
Consumption	6,182.63
General	50,149.47
Undistributed	42,000.00
Total operating expenses	\$164,708.68
Taxes	21,000.00
Operating expenses and taxes	\$185,708.68
Net operating revenue	\$575,934.10
Nonoperating revenues	2,020.39
Gross income	\$577,954.49
Interest on funded debt	\$170,365.00
Contractual sinking fund requirements	71,317.90
Miscellaneous deductions	51,000.00
Total deductions from gross income	\$292,682.90
Net income	\$285,271.59
Surplus for year	\$285,271.59
Surplus at beginning of year	\$104,108.29
Adjustments during year (profit and loss account) Cr.	349.10
	104,458.39
Surplus at close of year	\$389,728.98
Surplus used in construction year, 1910	130,527.26
Surplus available	\$259,201.72

BALANCE SHEET

<i>Assets</i>	
Property and plant	\$8,378,746.59
Treasury bonds	100,000.00
Stocks and bonds of other companies	225,676.60
Current assets—Cash	152,893.64
Notes and bills receivable	1,750.00
Accounts receivable	109,701.79
Material and supplies	79,472.75
Miscellaneous current assets	10,933.12
Total assets	\$9,069,164.49

ANNUAL REPORT OF NEVADA-CALIFORNIA POWER CO.—Continued

<i>Liabilities</i>	
Capital liabilities—Capital common stock	\$5,000,000.00
Funded debt	2,896,000.00
Sinking fund liabilities—Sinking fund	114,784.60
Special funds	5,268.62
Current liabilities—Accounts payable	15,271.32
Deposits	29,138.83
Accrued liabilities—Taxes accrued	24,027.20
Unmatured interest on funded debt accrued	41,940.00
Miscellaneous liabilities accrued	70,351.73
Surplus	259,201.72
Surplus used in construction prior to January 1, 1911	603,180.67
Total liabilities	\$9,059,164.49

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence	6
Engineers (surveyors and helpers)	3
Hydraulic works employees	4
Station electric employees	12
Laborers	10
Transmission patrol	6
Substation and transformer station men	6
Overhead line repair employees	5
Meter men	1
Consumers' ledger bookkeepers	3
Miscellaneous	11
General office clerks	3
Executive officers	5
Total number of employees	75
Wages of employees—Superintendence	\$14,343.85
Engineers (surveyors and helpers)	2,492.65
Hydraulic works employees	3,516.80
Station electrical employees	13,947.45
Laborers	9,430.65
Transmission patrol	10,456.80
Substation and transformer station men	7,673.00
Overhead line repair employees	10,113.33
Meter men	1,827.50
Consumers' ledger bookkeepers	4,800.00
Miscellaneous	14,590.52
General office clerks	6,819.80
Executive officers	18,720.00
Total wages	\$118,732.35

FUEL ACCOUNT

(Not shown)

COMMERCIAL CONSUMERS

(Not shown)

ANNUAL REPORT OF PACIFIC POWER COMPANY FOR SIX-MONTHS
PERIOD COMMENCING JANUARY 1, 1911, AND ENDING JUNE 30, 1911

Directors—Delos A. Chappell, Denver, Colo.; W. A. Doble, San Francisco, Cal.;
A. E. Anderson, San Francisco, Cal.

Principal Officers—President, Delos A. Chappell, Denver, Colo.; Vice-President,
A. E. Anderson, San Francisco, Cal.; Secretary and Treasurer, Lawrence C. Phipps,
Jr., Denver, Colo.

Location of Plant—Jordan, Mono County, Cal.

Location of Principal Office—Bodie, Cal.

REPORT OF PACIFIC POWER Co.—Continued

Date when company was originally organized—May 12, 1910.

Date when company first began to sell electricity—January 2, 1911.

Name of cities or towns supplied with electricity—Bodie, Cal.; Aurora, Lucky-boy, Fairview, and Wonder, Nevada.

Population of territory supplied, estimated 1,200.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	1,000,000
Common stock, par value per share	\$1.00
Common stock, par value outstanding	800,083.00
Dividends declared	None
Funded debt outstanding	800,000.00
Interest paid during year	None
Total funded debt and capital stock outstanding	\$1,600,083.00

COST OF PLANT AND EQUIPMENT

Organization	\$3,166.88
Land (used in operation of utility)	39.80
Buildings, fixtures and grounds (used in operation of property)	268.60
Hydraulic power works and plant equipment	23,742.19
Transmission system	3,351.67
Substation and transformer station equipment	5,332.88
Distribution system	7,224.06
Meters	671.14
General office equipment	28.50
Miscellaneous equipment	2,717.98
Miscellaneous construction and equipment expenditures	4,428.92
Pipe lines	3,405.61
Intake and dam	21,154.67
Automobile	3,345.67
Cost of plant purchased (in lieu of plant construction)	1,600,000.00
Total cost of plant and equipment	\$1,678,778.47

INCOME ACCOUNT

Commercial lighting earnings	\$601.09
Commercial power earnings	4,272.81
	\$4,873.90
Expenses—Power	\$4,431.15
Transmission and transformation	862.26
Distribution	131.20
General	446.73
Total operating expenses	\$5,871.34
Taxes (fixed charge of \$300 per month for 6 months)	1,800.00
Operating expenses and taxes	\$7,671.34
Net operating deficit	\$2,797.44
Nonoperating revenues	12.60
Gross deficit	\$2,784.94
Interest on funded debt (6 months)	\$24,000.00
Interest on deposits	300.00
Net deficit	\$27,084.94
Deficit for year	\$27,084.94
Deficit at close of year	\$27,084.94

Assets

BALANCE SHEET

Property and plant	\$1,678,979.72
Current assets—Cash	1,883.55
Accounts receivable	2,777.35
Material and supplies	4,788.70
Open accounts	17,705.74
Deficit	27,084.94
Total assets	\$1,733,220.00

REPORT OF PACIFIC POWER CO.—Continued

Liabilities

Capital liabilities—Capital common stock.....	\$800,083.00
Funded debt.....	800,000.00
Current liabilities—Accounts payable.....	63,777.61
Matured interest on funded debt unpaid.....	24,000.00
Deposits.....	43,720.00
Accrued liabilities—Taxes accrued (reserve for payment of taxes).....	1,405.12
Unmatured interest on notes and bills payable accrued.....	284.27
Total liabilities.....	\$1,733,220.00

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Hydraulic works employees.....	4
Station electrical employees.....	1
Substation and transformer station men.....	2
Patrolling.....	1
General office clerk.....	1
Total number of employees.....	9
Wages of employees—Hydraulic works employees.....	\$1,741.94
Station electrical employees.....	106.05
Substation and transformer station men.....	698.30
Patrolling.....	98.25
General office clerks.....	42.50
Total wages.....	\$2,681.94

NOTE—Actually operated January 2 to March 7, 1911, and May 13 to June 30, and nearly all employees on construction work. Plant destroyed by snowslide March 7 and was reconstructed and started up again May 13, 1911.

FUEL ACCOUNT

Not shown

COMMERCIAL CONSUMERS

Residences.....	20
Saloons.....	2
Stores.....	2
Livery stables.....	2
Restaurants.....	2
Lodge halls.....	1
Total lighting.....	29
Per cent of consumers on meter basis.....	7
<i>Power</i>	
Miscellaneous.....	5
Total power.....	5
Per cent of consumers on meter basis.....	80
Total lighting and power.....	34

ANNUAL REPORT OF RENO POWER, LIGHT AND WATER COMPANY
(ELECTRIC DEPARTMENT) FOR YEAR ENDING JUNE 30, 1911

Directors—Chas. W. Gardner, San Francisco, Cal.; Chas. H. Hammon, San Francisco, Cal.; A. L. Dahl, San Francisco, Cal.; R. K. Barrows, San Francisco, Cal.; A. E. Boynton, San Francisco, Cal.; Hugh Goodfellow, San Francisco, Cal.; Alfred von der Ropp, San Francisco, Cal.

Principal Officers—President, Charles W. Gardner, San Francisco, Cal.; Vice-President, Chas. H. Hammon, San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, Henry B. Sawyer, Boston Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Location of Plant—Outside City Limits, Southwest.

Location of Principal Office—130 W. Second Street, Reno, Nevada.

Date when company was originally organized and date of any reorganization or

334 REPORT OF PUBLIC SERVICE COMMISSION OF NEVADA

ANNUAL REPORT OF RENO P. L. & W. Co.—Continued

consolidation—This company was organized March 16, 1904, succeeding Nevada Power, Light and Water Company.

Date when company first began to sell electricity—March 16, 1904.

Names of cities or towns supplied with electricity—Reno and Sparks, Nevada.

Population of territory supplied, 13,500.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	20,000
Common stock par value per share.....	\$50.00
Common stock par value outstanding.....	1,000,000.00
Dividends declared.....	75,000.00
Funded debt outstanding.....	750,000.00
Interest paid during year.....	45,000.00
Total funded debt and capital stock outstanding.....	\$1,750,000.00

COST OF PLANT AND EQUIPMENT

Property account (old company).....	\$1,956,974.06
Land used in operation of utility, buildings, fixtures and grounds used in operation of property.....	11,082.60
Hydraulic power works and plant equipment.....	33,675.72
Distribution system.....	10,718.20
Transformers and meters.....	2,511.87
Municipal contract lighting system.....	162.64
General office equipment.....	1,105.26
Miscellaneous equipment.....	258.00
Unclassified improvements.....	5,671.60
Improvement reserve.....	850.00
Total cost of plant and equipment.....	\$2,021,319.95

Italic figures denote credit.

INCOME ACCOUNT

Commercial lighting earnings.....	\$127,731.02
Municipal contract lighting earnings.....	10,558.80
Commercial power earnings.....	36,801.75
Total operating revenues.....	\$175,091.57
Operating expenses—Power.....	\$31,450.65
Transmission and transformation.....	3,382.28
Distribution.....	10,087.08
Consumption.....	3,588.43
Commercial.....	1,970.40
General.....	19,795.12
Undistributed.....	1,394.13
Total operating expenses.....	\$71,628.07
Taxes.....	11,044.64
Total operating expenses and taxes.....	\$82,672.71
Net operating revenue.....	\$92,418.86
Nonoperating revenues.....	9,961.73
Gross income.....	\$102,380.59
Net earnings water and gas department.....	67,322.34
	\$169,702.93
Interest on funded debt.....	\$45,000.00
Contractual sinking fund requirements.....	7,875.00
Interest on floating debt.....	4,586.00
Miscellaneous deductions—Washoe Power and Development Co.'s rentals.....	12,500.00
Total deductions from gross income.....	\$69,971.00
Net income.....	\$99,731.93
Total common stock dividends.....	75,000.00
Surplus or deficit for year.....	\$24,731.93
Surplus at beginning of year.....	\$378,218.48
Adjustments during year (profit and loss account).....	12,896.55
	365,321.93
Surplus at close of year.....	\$390,063.86

ANNUAL REPORT OF RENO P. L. & W. Co.—Continued

<i>Assets</i>	BALANCE SHEET	
Property and plant.....		\$2,021,819.95
Stocks and bonds of other companies.....		68,127.95
Sinking fund.....		70,898.51
Current assets—Cash.....		17,885.51
Notes and bills receivable.....		80.00
Accounts receivable.....		107,531.70
Material and supplies.....		21,974.50
Miscellaneous current assets.....		1,250.60
Prepaid insurance.....		1,346.52
Prepaid taxes.....		418.07
Assets, gas department.....		10,975.19
Assets, water department.....		20,608.28
Total assets.....		\$2,342,411.78
<i>Liabilities</i>		
Capital liabilities—Capital stock, common.....		\$1,000,000.00
Funded debt.....		750,000.00
Sinking fund liabilities—Sinking fund.....		70,898.51
Current liabilities—Notes and bills payable.....		76,600.00
Accounts payable.....		9,233.11
Deposits.....		3,325.80
Miscellaneous current liabilities.....		5,902.79
Accrued liabilities—Taxes accrued.....		4,838.40
Unmatured interest on funded debt accrued.....		4,500.00
Miscellaneous liabilities accrued.....		26,347.61
Open accounts.....		711.70
Surplus.....		390,053.86
Total liabilities.....		\$2,342,411.78

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence.....	1
Hydraulic works employees.....	6
Station electrical employees.....	6
Laborers, average.....	5
Overhead line repair employees.....	5
Lamp trimmer and inspector.....	1
Meter men and electrical repair men.....	3
Consumers' ledger bookkeeper.....	1
General office clerks.....	12
Executive officers.....	3
Total number of employees.....	43
Wages of employees—Superintendence.....	\$900.00
Hydraulic works employees.....	6,300.00
Station electrical employees.....	7,020.00
Laborers, average.....	3,262.50
Overhead line repair employees.....	5,460.00
Lamp trimmer and inspector.....	1,080.00
Meter men and electrical repair men.....	3,920.00
Consumers' ledger bookkeeper.....	1,020.00
General office clerks.....	6,469.20
Executive officers' salaries.....	6,877.50
Total wages of employees.....	\$42,289.20

FUEL ACCOUNT
(Not shown)COMMERCIAL CONSUMERS
(Not shown)

ANNUAL REPORT OF TRUCKEE RIVER GENERAL ELECTRIC COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Directors—W. P. Hammon, San Francisco, Cal.; Chas. H. Hammon, San Francisco, Cal.; Ray Barrows, San Francisco, Cal.; A. L. Dahl, San Francisco, Cal.; A. E. Boynton, San Francisco, Cal.; Alfred von der Ropp, San Francisco, Cal.; Hugh Goodfellow, San Francisco, Cal.

Principal Officers—President, W. P. Hammon, San Francisco, Cal.; Vice-President, Chas. H. Hammon, San Francisco, Cal.; Secretary, A. L. Dahl, San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, Henry B. Sawyer, Boston, Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Location of Principal Office—130 W. Second Street, Reno, Nevada.

Location of Plants—Fleish, Nevada; Farad, Cal.

Date when company was originally organized—June 30, 1899.

Date when company first began to sell electricity—Some time in 1900.

Names of towns or cities supplied with electricity—Virginia City, Carson City, Gardnerville, Minden, Empire, Mound House and mining companies in various localities.

Population of territory supplied, 7,700, estimated.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	60,000
Common stock, par value per share	\$50.00
Common stock, par value outstanding.....	\$3,000,000.00
Dividends declared.....	\$135,000.00
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded debt and capital stock outstanding.....	\$3,000,000.00

COST OF PLANT AND EQUIPMENT

Water rights, realty and plant, old company account.....	\$3,280,008.12
Tahoe Water and Land Co.....	76,966.39
Land used in operation of utility, buildings, fixtures and grounds used in operation of property.....	64,129.23
Hydraulic power works and plant equipment.....	74,762.17
Transmission system.....	69,569.99
Substation and transformer station equipment.....	26.16
Distribution system.....	5,047.24
Transformers and meters.....	7,141.07
Municipal contract lighting system.....	58.53
Improvement reserve.....	515.00
Interest during construction.....	2,833.12
Undistributed.....	53,790.20
Miscellaneous equipment.....	6,856.36
Unclassified improvements.....	52,395.60
Advances on contracts.....	122,658.62
Engineering and superintendence.....	35,065.20
Development expenditures.....	745.12
Total cost of plant and equipment.....	\$3,852,158.12

Italic figures denote deficit.

INCOME ACCOUNT

Operating revenues—Commercial lighting earnings.....	\$53,404.79
Municipal contract lighting earnings.....	2,511.00
Commercial power earnings.....	180,536.55
Sales on electric current to other public utilities.....	15,000.00
Total operating revenues.....	\$251,452.34
Operating expenses—Power.....	\$23,099.40
Transmission and transformation.....	6,309.17
Distribution.....	8,086.07
Consumption.....	1,968.73
Commercial.....	1,500.00
General.....	16,822.80
Undistributed.....	1,911.25
Total operating expenses.....	\$59,757.42
Taxes.....	8,902.71
Operating expenses and taxes.....	\$68,660.13

REPORT OF PUBLIC SERVICE COMMISSION OF NEVADA 337

ANNUAL REPORT OF TRUCKEE RIVER G. E. Co.—Continued

Net operating revenue.....	\$182,792.21
Nonoperating revenues.....	282.92
Gross income.....	\$183,075.13
Total deductions from gross income—Interest on floating debt.....	11,844.19
Net income or deficit.....	\$171,230.94
Common stock dividends.....	\$185,000.00
Replacement reserve.....	6,000.00
	<u>141,000.00</u>
Surplus.....	\$30,230.94
Surplus at beginning of year.....	\$526,687.54
Adjustments during year.....	1,616.95
	<u>528,079.59</u>
Surplus at close of year.....	\$555,301.53

BALANCE SHEET

Property and plant.....	\$3,852,158.12
Stocks and bonds of other companies.....	15,750.00
Current assets—Cash.....	23,009.56
Notes and bills receivable.....	195,750.22
Accounts receivable.....	54,877.68
Material and supplies.....	3,536.95
Prepaid insurance.....	509.92
Prepaid taxes.....	720.36
Open accounts.....	517.84
Total assets.....	<u>\$4,146,830.65</u>
Capital liabilities—Capital common stock.....	\$3,000,000.00
Current liabilities—Notes and bills payable.....	339,566.19
Accounts payable.....	155,412.37
Deposits.....	40.00
Miscellaneous current liabilities.....	688.79
Accrued liabilities—Taxes accrued.....	3,279.69
Miscellaneous liabilities accrued.....	19,382.68
Open accounts.....	78,159.50
Surplus.....	555,301.53
Total liabilities.....	<u>\$4,146,830.65</u>

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence.....	2
Engineer.....	1
Hydraulic works employees.....	7
Station electrical employees.....	9
Laborers, average.....	8
Substation and transformer station men.....	3
Overhead line repair employees.....	3
Consumers' ledger bookkeepers.....	2
General office clerks.....	6
Total employees.....	<u>41</u>
Executive officers.....	3
Total officers and employees.....	<u>44</u>
Wages of employees—Superintendence.....	\$2,100.00
Engineers.....	1,800.00
Hydraulic works employees.....	7,370.00
Station electrical employees.....	7,720.00
Laborers, average.....	6,619.80
Substation and transformer station men.....	3,420.00
Overhead line repair employees.....	3,804.00
Consumers' ledger bookkeepers.....	980.00
General office clerks.....	2,208.00
Executive officers.....	8,509.29
Total for officers and employees.....	<u>\$44,481.09</u>

FUEL ACCOUNT—Not shown.

COMMERCIAL CONSUMERS—Not shown.

WATER COMPANIES

ANNUAL REPORT OF THE AUSTIN CITY WATER COMPANY FOR THE
YEAR ENDING JUNE 30, 1911

Director—Emma M. Farnsworth, Salt Lake City, Utah.
 Principal Officer—Secretary, Emma M. Farnsworth, Salt Lake City, Utah.
 Location of Plant—Austin, Nevada.
 Location of Principal Office—Austin, Nevada.
 Date when company was originally organized—April, 1864.
 Date when utility first began to sell water—Probably 1864 or 1865.
 Names of cities or towns supplied with water—Austin, Nevada.
 Population of territory supplied, 500 to 600.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	1,000
Common stock, par value per share	\$500.00
Common stock, par value outstanding	\$500,000.00
Dividends declared	\$1,000.00
Funded debt outstanding	None
Interest paid during year	None
Total funded debt and capital stock outstanding	\$500,000.00

COST OF PLANT AND EQUIPMENT

Water rights, only partial record	\$2,600.00
Collecting aqueducts, intake and supply mains	13,099.75
Transmission mains	2,346.00
Mains	8,000.00
Miscellaneous equipment	100.00
Reservoir	2,000.00
Total cost of plant and equipment	\$28,145.75

INCOME ACCOUNT

Earnings from commercial sales	\$3,529.96
Expenses—Pumping	\$953.25
Distribution	671.75
Commercial	202.80
General	715.60
Total operating expenses	\$2,543.40
Taxes	196.40
Operating expenses and taxes	\$2,741.80
Net operating revenue	\$788.15
Gross income	\$788.15
Net income	\$788.15
Common stock dividends	\$1,000.00
Deficit for year	\$211.85
Surplus at beginning of year	960.40
Surplus for the year	\$748.55

BALANCE SHEET

<i>Assets</i>	
Property and plant	\$28,145.75
Current assets—Cash	748.55
Material and supplies	30.85
Open accounts	586.58
Total assets	\$29,511.73
<i>Liabilities</i>	
Capital liabilities—Capital stock, common	\$500,000.00
Current liabilities—Accounts payable	300.00
Accrued liabilities—Open accounts	40.00
Surplus	748.55
Total liabilities	\$501,088.55

ANNUAL REPORT AUSTIN CITY WATER Co.—Continued

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—General laborers	1
Agent	1
Executive officers	2
Total number of employees	4
Wages of employees—General laborers	\$954.06
Agent	200.00
Executive officers	600.00
Total wages	\$1,754.06

COMMERCIAL CONSUMERS

Residences	108
Stores	8
Saloons	7
Office buildings	5
Hotels	3
Boarding houses	6
Barber shops	1
Stable and corrals	5
Laundries	2
Blacksmith shop	1
Mine and mill	2
Hospital	1
Total	149

SOURCES OF WATER SUPPLY

Surface waters—Not shown.	
Ground waters—Springs	1 Yield per day, 4,000 gals.
Tunnels	4 Yield per day, 28,000 gals.

ANNUAL REPORT OF THE CARSON WATER COMPANY FOR THE YEAR
ENDING JUNE 30, 1911

Directors—Clara V. Yerington, San Francisco, Cal.; H. H. Yerington, San Francisco Cal.; E. B. Yerington, Carson City, Nevada.

Principal Officers—President, Clara V. Yerington, San Francisco, Cal.; Secretary, E. B. Yerington, Carson City, Nevada; Treasurer, E. B. Yerington, Carson City, Nevada; Superintendent, F. A. Cushing, Carson City, Nevada.

Location of Plant—Carson City, Nevada.

Location of Principal Office—Carson City, Nevada.

Date when company was originally organized—December 28, 1874.

Date when utility first began to sell water—1875.

Names of cities or towns supplied with water—Carson City, Nevada.

Population of territory supplied, 2,500.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	1,000
Common stock, par value per share	\$100.00
Common stock, par value outstanding	\$100,000.00
Dividends declared	\$12,000.00
Funded debt outstanding	None
Interest paid during year	None
Total funded debt and capital stock outstanding	\$100,000.00

COST OF PLANT AND EQUIPMENT

Not shown	
Income account—Earnings from commercial sales	\$13,154.15
Earnings from industrial sales	1,920.00
Earnings from municipal hydrant rentals	1,520.00
Earnings from sales for street sprinkling	246.00
Total operating revenues	\$16,840.15

ANNUAL REPORT OF CARSON WATER CO.—Continued

Expenses—Pumping	\$1,265.00
Distribution	908.98
General	2,416.34
Total operating expenses	\$4,585.32
Taxes	1,727.25
Operating expenses and taxes	\$6,312.57
Net operating revenue	\$10,527.58
Nonoperating revenues	88.40
Gross income	\$10,615.98
Net income	\$10,615.98
Common stock dividends	12,000.00
Deficit for year	\$1,384.02
Surplus at beginning of year	1,896.36
Surplus at close of year	\$512.34

BALANCE SHEET	
<i>Assets</i>	
Current assets—Cash	\$512.34
Accounts receivable	2,788.60
Miscellaneous prepaid accounts	25,968.06
Total assets	\$29,259.00
<i>Liabilities</i>	
Current liabilities—Accounts payable	\$1,000.00
Open accounts	14,474.00
Surplus	
Profit and loss	13,785.00
Total liabilities	\$29,259.00

SUMMARY OF EMPLOYEES AND WAGES

(Not shown)

COMMERCIAL CONSUMERS	
Residences	407
Stores	27
Stores and residences	3
Saloons	13
Office buildings	6
Apartment houses	2
Hotels	4
Boarding houses	4
Lodging houses	2
Breweries and bottling works	1
Laundries	4
Gas works	1
Factories and warehouses	1
Fish hatchery	1
Blacksmith shops	3
Fire sprinklers and hydrants	3
Street sprinklers	2
Printing offices	3
Schools	1
Police and fire department stations	1
Public fountain	1
Hydrants, fire	24
Sewer flush tanks	26
Total consumers	540

SOURCES OF WATER SUPPLY

Surface waters—Ash Canyon Creek—Intakes, 1: distance from creek, 3,410 ft.; steel pipe, 7 in.; capacity of reservoir, 1,500,000 gals.
 Kings Canyon Creek—Intakes, 1: distance from creek, 4,840 ft.; steel pipe, 6 in.; capacity of reservoir, 500,000 gals.

ANNUAL REPORT OF CARSON WATER CO.—Continued

Ground waters—Springs, Taylor.....	1	Yield per day, 85,920 gals.
No. 1.....	1	Yield per day, 7,200 gals.
No. 2.....	1	Yield per day, 1,440 gals.
No. 3.....	1	Yield per day, 1,000 gals.
No. 4.....	1	Yield per day, 12,000 gals.
No. 5.....	1	Yield per day, 15,640 gals.
Tunnel flow.....	1	Yield per day, 1,800 gals.

ANNUAL REPORT OF THE ELKO WATER AND LIGHT CORPORATION
(WATER DEPARTMENT) FOR YEAR ENDING JUNE 30, 1911

Directors—Chas. B. Henderson, Elko, Nevada; Ethel Smith Henderson, Elko, Nevada; John Henderson, Elko, Nevada; W. T. Smith, San Francisco, Cal.

Principal Officers—President, W. T. Smith, San Francisco, Cal.; Secretary, Chas. B. Henderson, Elko, Nevada; Treasurer, Henderson Banking Company, Elko, Nevada, not appointed, but used.

Location of Plant—Elko, Elko County, Nevada.

Location of Principal Office—Elko, Nevada.

Date when company was originally organized—Incorporated June 5, 1905.

Date when utility first began to sell water—About 20 years ago.

Names of cities or towns supplied with water—Elko, Nevada.

Population of territory supplied—About 2,000.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of preferred stock authorized.....	1,500
Preferred stock, par value per share.....	\$100.00
Preferred stock, par value outstanding.....	\$150,000.00
Dividends declared.....	None
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded debt and capital stock outstanding.....	\$150,000.00

COST OF PLANT AND EQUIPMENT

Franchises.....	\$10,000.00
Land used in operation of property.....	18,800.00
Building, fixtures and grounds (used in operation of property).....	3,000.00
Pumping station equipment.....	1,500.00
Electric power pumping station equipment.....	1,500.00
Collecting aqueducts, intakes and supply mains.....	24,000.00
Purification system.....	11,000.00
Transmission mains.....	16,000.00
Mains.....	25,000.00
Services.....	1,000.00
Hydrants.....	2,500.00
Meters.....	2,000.00
General office equipment.....	500.00
Utility equipments.....	500.00
Miscellaneous construction and equipment expenditures.....	12,000.00
Total cost of plant and equipments.....	\$129,300.00

INCOME ACCOUNT

Revenues—Earnings from commercial sales.....	\$10,073.01
Not metered.....	1,865.00
Earnings from industrial sales.....	2,461.91
Earnings from municipal hydrant rentals.....	958.50
Earnings from sales for street sprinkling.....	220.99
Earnings from sales to municipal departments.....	1,887.00
Rents.....	1,100.00
Miscellaneous earnings from operation.....	220.00
Total operating revenues.....	\$18,736.41

ANNUAL REPORT OF ELKO WATER CO.—Continued

Expenses—Pumping	\$1,916.57
Distribution	8,551.62
Commercial	319.65
General	4,671.83
Total operating expenses	\$15,459.67
Taxes	327.92
Operating expenses and taxes	\$15,787.59
Gross income	\$2,948.82
Interest on floating debt	13.78
Net income	\$2,935.04
Surplus	\$2,935.04

Assets

BALANCE SHEET

Property and plant	\$129,300.00
Reserve, sinking and special fund assets	51,543.96
Current assets—Cash	2,236.37
Notes and bills receivable	357.00
Material and supplies	2,650.00
Miscellaneous current assets	500.00
Open accounts	1,733.90
Total assets	\$188,321.23
<i>Liabilities</i>	
Capital liabilities—Capital stock preferred	\$150,000.00
Current liabilities—Accounts payable	28,000.00
Miscellaneous liabilities accrued	8,000.00
Surplus	2,935.04
Total liabilities	\$188,935.04

SUMMARY OF EMPLOYEES AND WAGES

Pipe fitter	1
Executive officers	2
Total number of employees	3
Wages of employees—Pipe fitter (per month)	\$75.00
Executive officers	\$3,800.00

COMMERCIAL CONSUMERS

Residences	261
Stores	23
Saloons	16
Office buildings	2
Hotels	6
Boarding houses	2
Restaurants	5
Printing	2
Breweries and bottling works	1
Laundries	4
Factories and warehouses	2
Electric light	1
Railroad tanks	2
Schools	2
Hospitals	1
Hydrants	46
County buildings	2
Total consumers	378

SOURCES OF WATER SUPPLY

Surface waters—Water in Humboldt River in open ditch, about 4x6, used only in sprinkling.

Ground waters—Springs and tunnels, 20; yield per day, 250,000 gals.

ANNUAL REPORT OF THE ELY WATER COMPANY FOR THE YEAR
ENDING JUNE 30, 1911

Directors—Frank W. Holmes, Mt. Vernon, N. Y.; H. A. Gray, New York City, N. Y.; John Jasten, Upper Montclair, N. J.; H. F. J. Knoblock, Bayonne, N. J.; C. Kelleher, Brooklyn, N. Y.

Principal Officers—President, Frank W. Holmes, Mt. Vernon, N. Y.; Vice-President, H. A. Gray, New York City, N. Y.; Secretary, H. F. J. Knoblock, Bayonne, N. J.; Treasurer, John Jasten, Upper Montclair, N. J.

Location of Plant—Ely, Nevada.

Location of Principal Office—East Ely, Nevada, and 242 Water Street, Augusta, Maine.

Date when company was originally organized—January 15, 1907.

Date when utility first began to sell water—About February, 1907.

Names of cities and towns supplied with water—Ely and East Ely, Nevada.

Population of territory supplied, about 2,800.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	5,000
Common stock, par value per share	\$100.00
Common stock, par value outstanding	\$500,000.00
Dividends declared	None
Funded debt outstanding	\$255,000.00
Interest paid during year	\$14,550.00
Total funded debt and capital stock outstanding	\$755,000.00

COST OF PLANT AND EQUIPMENT

Organization	\$2,501.91
Land (used in operation of property)	632,240.20
Franchises	9,332.59
Mains	75,081.45
Meters	82.45
Miscellaneous equipment	1,519.97
Total cost of plant and equipment	\$720,758.57

INCOME ACCOUNT

Earnings from commercial sales	\$14,484.90
Earnings from industrial sales	4,021.06
Earnings from municipal earnings	1,000.00
Earnings from sales to municipal department	245.00
Miscellaneous earnings from operation	135.00
Total operating revenues	\$19,885.96
Expenses—Distribution	\$3,206.44
General	6,824.37
Undistributed	248.06
Total operating expenses	\$10,278.87
Taxes	1,132.31
Operating expenses and taxes	\$11,411.18
Net operating revenue	\$8,474.78
Nonoperating revenues	2,311.64
Gross income	\$10,786.32
Interest on funded debt	\$14,550.00
Miscellaneous deductions	141.52
	14,691.52
Net deficit	\$3,905.20
Deficit for year	\$3,905.20
Deficit at beginning of year	19,504.42
Deficit at close of year	\$23,409.62

ANNUAL REPORT OF THE ELY WATER CO.—Continued

<i>Assets</i>	BALANCE SHEET	
Property and plant.....		\$720,758.57
Current assets—Cash		2,289.68
Accounts receivable.....		15,060.66
Material and supplies.....		7,230.56
Miscellaneous current assets.....		925.98
Prepaid insurance.....		74.74
Deficit.....		23,409.62
Total assets		\$769,719.83
<i>Liabilities</i>		
Capital liabilities—Capital common stock.....		\$500,000.00
Funded debt		255,000.00
Notes and bills payable.....		5,000.00
Accounts payable.....		7,904.83
Matured interest on funded debt unpaid.....		1,275.00
Accrued liabilities—Taxes accrued.....		540.00
Total liabilities.....		\$769,719.83

SUMMARY OF EMPLOYEES AND WAGES

Not shown.

COMMERCIAL CONSUMERS

Not shown.

SOURCES OF WATER SUPPLY

Not shown.

ANNUAL REPORT OF THE EUREKA WATER WORKS FOR THE YEAR
ENDING JUNE 30, 1911*Directors*—No directors.*Principal Officers*—No officers.

Location of Plant—Eureka, Nevada.

Location of Principal Office—Eureka, Nevada.

Date when company was originally organized—1869.

Date when utility first began to sell water—1869.

Names of cities or towns supplied with water—Eureka, Nevada.

Population of territory supplied, 500.

CAPITAL STOCK AND FUNDED DEBT

No capital stock or funded debt.

COST OF PLANT AND EQUIPMENT

Land used in operation of property.....	\$500.00
Buildings, fixtures and grounds (used in operation of property).....	1,000.00
Pumping station equipment.....	5,000.00
Collecting aqueducts, intake and supply mains.....	60,000.00
Total cost of plant.....	\$66,500.00

INCOME ACCOUNT

Earnings from commercial sales	\$3,150.36
Earnings from industrial sales.....	1,272.00
Total operating revenues.....	\$4,422.36
Expenses—Total	\$3,276.93
Taxes	342.00
Operating expenses and taxes.....	\$3,618.93
Net operating revenues	\$843.45
Surplus for year.....	\$843.45
Surplus at beginning of year.....	19.74
Surplus at the close of the year	\$863.19

ANNUAL REPORT OF EUREKA WATER WORKS Co.—Continued

<i>Assets</i>	BALANCE SHEET
Property and plant.....	\$70,118.98
Current assets—Cash	19.74
Material and supplies	200.00
Miscellaneous current assets	580.00
Total assets	\$70,918.87
Liabilities not shown.	

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—General laborers	1
Superintendent	1
Total number of employees	2
Wages of employees—Laborers	\$784.00
Superintendent	1,200.00
Total wages	\$1,984.00

COMMERCIAL CONSUMERS

Residences	41
Stores	6
Saloons	7
Office buildings	1
Hotels	2
Breweries and bottling works	1
Laundries	1
Schools	1
Hospitals	1
Hydrants	19
Total consumers	80

SOURCES OF WATER SUPPLY

Surface waters—None.	
Ground waters—Springs	14 Yield per day, 72,000 gals.

ANNUAL REPORT OF GOLDFIELD CONSOLIDATED WATER COMPANY
FOR THE YEAR ENDING JUNE 30, 1911

Directors—T. B. Rickey, Berkeley, Cal.; L. B. Curtis, Denver, Colo.; F. M. Ish, Oakland, Cal.; Harry C. Davis, Denver, Colo.; Chas. G. Patrick, Goldfield, Nevada.

Principal Officers—President, T. B. Rickey, Berkeley, Cal.; Vice-President, L. B. Curtis, Denver, Colo.; Secretary, Chas. G. Patrick, Goldfield, Nevada; Treasurer, Chas. G. Patrick, Goldfield, Nevada.

Location of Plant—Goldfield, Nevada.

Location of Principal Office—Goldfield, Nevada.

Date when company was originally organized and date of any reorganization or consolidation—1905, and on present basis, November, 1906.

Date when utility first began to sell water—January 1, 1907.

Names of cities or towns supplied with water—Goldfield and Columbia, Nevada.

Population of territory supplied, 5,500.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	1,000,000
Common stock, par value per share	\$1.00
Common stock, par value outstanding	\$988,996.00
Dividends declared	\$29,669.88
Funded debt outstanding	\$268,000.00
Interest paid during year	\$16,080.00
Total funded and capital stock outstanding	\$1,256,996.00

ANNUAL REPORT OF GOLDFIELD CONSOLIDATED WATER Co.—Continued

COST OF PLANT AND EQUIPMENT

Organization	\$971.71
Franchises	715.35
Rights, licenses, etc.	23,867.39
Land used in operation of property	2,517.58
Buildings, fixtures and grounds (used in operation of property)	2,410.70
Power pumping station equipment (gas engine)	12,964.20
Electric power pumping station equipment	17,471.89
Collecting aqueducts, intake and supply mains	109,191.96
Mains and services	54,349.57
Hydrants	6,261.71
Meters	3,817.38
Fire cisterns, basins, fountains and troughs	10,206.42
General office equipment	741.60
Stores department equipment	961.25
Miscellaneous equipment	681.15
Cost of plant furnished (previous to 1910)	1,108,375.66
Total cost of plant and equipment	\$1,355,505.52

INCOME ACCOUNT

Operating revenues—Earnings from commercial sales	\$19,661.19
Earnings from industrial sales	48,279.49
Earnings from municipal hydrant sales	3,971.20
Earnings from sales for street sprinkling	533.03
Earnings from sales to municipal department	1,882.16
Sewer service	10,025.38
Plumbing and warehouse	3,844.18
Total operating revenues	\$88,196.63
Operating expenses—Pumping	\$25,618.93
Distribution—Water	2,219.90
Sewer	442.80
Commercial	3,971.85
General	14,412.64
Taxes	1,891.68
Operating expenses and taxes	\$48,557.80
Net operating revenues	\$39,638.83
Gross income	\$39,638.83
Interest on funded debt	\$16,080.00
Interest on floating debt	1,413.46
Total	\$17,493.46
Net income	\$22,145.37
Surplus for year	\$22,145.37
Surplus at beginning of year	71,890.46
Surplus at close of year	\$94,035.83

BALANCE SHEET

<i>Assets</i>	
Property and plant (cost close of year)	\$1,344,501.52
Treasury stock	11,004.00
Treasury bonds	32,000.00
Other investments	6,460.65
Current assets—Cash	141.31
Notes and bills receivable	1,466.55
Accounts receivable	10,563.31
Material and supplies	7,806.20
Prepaid taxes	112.34
Total assets	\$1,414,065.88

ANNUAL REPORT OF GOLDFIELD CONSOLIDATED WATER CO.—Continued

Liabilities	
Capital liabilities—Capital stock, common.....	\$1,000,000.00
Funded debt.....	268,000.00
Notes and bills payable.....	8,700.00
Accounts payable.....	2,965.52
Dividends unpaid.....	5.50
Deposits.....	3,844.20
Miscellaneous current liabilities.....	325.18
Accrued liabilities—Unmatured interest on funded debt accrued.....	3,960.00
Miscellaneous liabilities accrued.....	219.65
Surplus.....	94,035.83
Total liabilities.....	\$1,382,055.88

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Engineers.....	5
Hydraulic laborers.....	2
Street department employees.....	4
General office employees.....	1
Total number of employees.....	12
Average wages paid—Engineers.....	\$9,000.00
Hydraulic laborers.....	2,880.00
Street department employees.....	5,760.00
General office employees.....	1,800.00
Executive officers.....	4,800.00
Total wages paid.....	\$24,240.00

COMMERCIAL CONSUMERS

Residences.....	234
Stores.....	33
Saloons.....	25
Office buildings.....	21
Apartment houses.....	7
Hotels.....	8
Boarding houses.....	7
Bath houses.....	1
Breweries and bottling works.....	2
Laundries.....	1
Factories and warehouses.....	5
Fire sprinklers and hydrants.....	10
Mills.....	10
Railroads.....	4
Schools.....	5
Police and fire department stations.....	2
Hospitals.....	2
Hydrants.....	44
Total consumers.....	421

SOURCES OF WATER SUPPLY

Surface waters—Not shown.	
Ground waters—Springs.....	12 Yield per day, 500,000 gals.
Shallow wells.....	1 Yield per day, 12,000 gals.
Deep and artesian wells.....	2 Yield per day, 240,000 gals.

ANNUAL REPORT OF THE HAWTHORNE WATER WORKS FOR THE YEAR ENDING JUNE 30, 1911

Directors—Geo. T. Mills, Carson City, Nevada; A. M. Ardery, Carson City, Nevada; E. B. Yerington, Carson City, Nevada; F. E. Murphy, Carson City, Nevada.

348 REPORT OF PUBLIC SERVICE COMMISSION OF NEVADA

ANNUAL REPORT OF THE HAWTHORNE WATER WORKS—Continued

Principal Officers—Vice-President, Geo. T. Mills, Carson City, Nevada; Secretary, E. B. Yerington, Carson City, Nevada; Treasurer, E. B. Yerington, Carson City, Nevada; Superintendent, G. B. Stannard, Hawthorne, Nevada.

Location of Plant—Hawthorne, Nevada.

Location of Principal Office—Carson City, Nevada.

Date when company was originally organized—October 6, 1881.

Date when utility first began to sell water—1881.

Name of city or town supplied with water—Hawthorne, Nevada.

Population of territory supplied, 500.

CAPITAL STOCK AND FUNDED DEBT

Not shown.

COST OF PLANT AND EQUIPMENT

Not shown.

INCOME ACCOUNT

Earnings from commercial sales.....	\$2,418.60
Earnings from industrial sales.....	144.00
Earnings from sales to municipal departments.....	180.00
Total operating revenues.....	\$2,742.60
Expenses—Distribution.....	\$63.84
General.....	997.46
Total operating expenses.....	\$1,061.30
Taxes.....	77.00
Operating expenses and taxes.....	\$1,138.30
Net operating revenues.....	\$1,604.30

BALANCE SHEET

Not shown.

SUMMARY OF EMPLOYEES AND WAGES

General laborers.....	2
General office employees.....	1
Total number of employees.....	3
Wages paid—General laborers.....	\$14.00
General office employees.....	900.00
Total wages paid.....	\$914.00

COMMERCIAL CONSUMERS

Residences.....	47
Stores.....	5
Saloons.....	3
Hotels.....	2
Rooming houses.....	3
Stables.....	2
Restaurants.....	2
Breweries and bottling works.....	1
Laundries.....	2
Blacksmith shops.....	2
Schools.....	1
Hospitals.....	1
Public fountains and troughs.....	1
Hydrants.....	6
Total consumers.....	78

SOURCES OF WATER SUPPLY

Big Squaw Creek, 1 intake, iron, 6 inch.

Little Squaw Creek, 1 intake, wood, 3 inch.

Impounding reservoir, wood tanks, capacity, 80,000 gals.

Ground water—Tunnel, 1; yield per day, 10,000 gals.

ANNUAL REPORT OF THE INDIAN SPRINGS WATER COMPANY FOR
THE YEAR ENDING JUNE 30, 1911

Directors—J. C. Brittain, Piedmont, Cal.; G. H. Brittain, Piedmont, Cal.; F. M. Butler, Oakland, Cal.; F. A. Koetitz, C. L. Milward, Rhyolite, Nevada.

Principal Officers—President, J. C. Brittain, Piedmont, Cal.; Vice-President, C. L. Milward, Rhyolite, Nevada; Secretary, F. M. Butler, Oakland, Cal.

Location of Plant—Rhyolite, Nevada.

Location of Principal Office—Brittain & Company, Market Street, San Francisco, Cal.

Date when company was originally organized—May 31, 1905.

Name of towns or cities supplied with water—Rhyolite, Nevada.

Population of territory supplied, approximately 300.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	20,000
Common stock, par value per share.....	\$10.00
Common stock, par value outstanding.....	\$200,000.00
Dividends declared.....	\$4,115.20
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded and capital stock outstanding.....	\$200,000.00

COST OF PLANT AND EQUIPMENT

Organisation.....	\$162,161.31
Land (used in operation of property).....	9,693.12
Buildings, fixtures and grounds (used in operation of property).....	951.97
Pumping station equipment.....	1,845.90
Collecting aqueducts, intake and supply mains.....	1,887.98
Transmission mains.....	9,737.74
Distribution mains.....	7,247.47
Distribution services.....	1,574.59
Distribution hydrants.....	160.00
Distribution meters.....	1,897.87
Fire cisterns, basins, fountains, troughs and tanks.....	1,963.86
Utility equipment.....	50.00
Miscellaneous equipment.....	374.75
Total cost of plant and equipment.....	\$199,546.56

INCOME ACCOUNT

Operating revenues—Earnings from commercial sales.....	\$3,582.20
Earnings from industrial sales.....	968.40
Miscellaneous earnings from operation.....	589.80
Total operating revenues.....	\$5,140.40
Operating expenses—Pumping.....	\$536.64
Distribution.....	489.49
General.....	2,859.05
Undistributed.....	781.46
Total operating expenses.....	\$4,666.64
Taxes.....	61.38
Operating expenses and taxes.....	\$4,728.02
Net operating revenue.....	\$432.38
Gross income.....	\$432.38
Net income.....	\$432.38
Common stock dividends.....	300.00
Surplus for year.....	\$132.38
Deficit at beginning of year.....	\$10,893.67
Adjustments during year.....	2,184.65
	13,078.32
Deficit at close of year.....	\$12,945.94

ANNUAL REPORT OF THE INDIAN SPRINGS WATER CO.—*Continued*

<i>Assets</i>	BALANCE SHEET	
Property and plant.....		\$199,546.56
Current Assets—Cash.....		85.88
Accounts receivable.....		749.75
Material and supplies.....		275.40
Deficit.....		12,945.94
Total assets.....		\$213,603.53
<i>Liabilities</i>		
Capital stock, common.....		\$200,000.00
Current liabilities—Accounts payable.....		332.65
Deposits.....		88.00
Accrued liabilities—Taxes accrued.....		25.38
Depreciation of property and plant.....		13,207.50
Total liabilities.....		\$213,603.53

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—General laborers.....	Irregular
General utility.....	Irregular
General office employee.....	1
Average wages paid—General laborers.....	\$136.00
General utility.....	655.00
General office employees.....	2,400.00
Total wages.....	\$3,191.00

COMMERCIAL CONSUMERS

Residences.....	39
Store.....	1
Saloons.....	3
Office buildings.....	2
Hotel.....	1
Brewery and bottling works.....	1
Factory and warehouse.....	1
Hydrants.....	6
Total, all consumers.....	54

SOURCES OF WATER SUPPLY

Surface waters—Not shown.

Ground waters—Springs, 3; yield per day, 21,600 gals.

ANNUAL REPORT OF THE LAS VEGAS LAND AND WATER COMPANY
FOR THE YEAR ENDING JUNE 30, 1911

Directors—W. H. Bancroft, Salt Lake City, Utah; J. Ross Clark, Los Angeles, Cal.; C. O. Whittemore, Los Angeles, Cal.; W. H. Comstock, Los Angeles, Cal.; H. I. Bettis, Los Angeles, Cal.

Principal Officers—President, C. O. Whittemore, Los Angeles, Cal.; Vice-President, H. I. Bettis, Los Angeles, Cal.; Secretary, W. H. Comstock, Los Angeles, Cal.; Treasurer, W. H. Leete, Los Angeles, Cal.

Location of Plant—Las Vegas, Nevada.

Location of Principal Office—Las Vegas, Nevada.

Date when company was originally organized—May 2, 1905.

Date when utility first began to sell water—January, 1906.

Names of cities or towns supplied with water—Las Vegas, Nevada.

Population of territory supplied—About 1,500.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	50,000
Common stock, par value per share.....	\$1.00
Common stock, par value outstanding.....	\$50,000.00
Dividends declared.....	None
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded debt and capital stock outstanding.....	\$50,000.00

ANNUAL REPORT OF THE LAS VEGAS LAND AND WATER CO.—Continued

COST OF PLANT AND EQUIPMENT

Transmission mains.....	\$15,614.57
Total cost of plant and equipment.....	\$15,614.57

INCOME ACCOUNT

Earnings from commercial sales.....	\$4,594.30
Earnings from industrial sales.....	148.80
Earnings from sales to municipal department.....	73.00
Miscellaneous earnings from operation.....	45.00
Total operating revenues.....	\$4,861.10
Expenses—Pumping.....	\$1,380.00
Distribution.....	2,228.56
Commercial.....	292.12
General.....	1,531.17
Taxes.....	213.00
Total operating expenses.....	\$5,644.85
Net operating deficit.....	\$783.75
Nonoperating revenues.....	32.32
Gross deficit.....	\$751.43
Net deficit.....	\$751.43
Deficit at close of year.....	\$751.43

BALANCE SHEET

<i>Assets</i>	
Property and plant.....	\$15,614.57
Current assets—Cash.....	1,494.83
Accounts receivable.....	531.30
Material and supplies.....	33.98
Miscellaneous prepaid accounts.....	446.50
Open accounts.....	11,192.49
Total assets.....	\$29,313.65
Reserve, sinking and special fund liabilities—Special funds.....	\$7,722.33
Current liabilities—Accounts payable.....	97.75
Accrued liabilities—Taxes accrued.....	106.50
Miscellaneous liabilities accrued.....	5,772.50
Open accounts.....	15,614.57
Total liabilities.....	\$29,313.65

SUMMARY OF EMPLOYES AND WAGES

Average number of employees not shown.

Wages of employees—General laborers.....	\$30.00
Agent.....	487.50
Treasurer and clerks.....	675.00
Executive officers and salaries.....	810.00
Total wages.....	\$2,062.50

COMMERCIAL CONSUMERS

Residences.....	225
Stores.....	26
Saloons.....	5
Office buildings.....	2
Apartment houses.....	5
Hotels.....	10
Boarding houses.....	5
Laundries.....	2
Electric light plant.....	1
Building contractors.....	1
Police and fire department stations.....	1
County building.....	12
Total consumers.....	296

SOURCES OF WATER SUPPLY

Surface waters—Not shown.
Ground waters—Not shown.

**ANNUAL REPORT OF THE MANHATTAN WATER COMPANY FOR THE
YEAR ENDING JUNE 30, 1911***Directors*—Not shown.*Principal Officers*—Not shown.

Location of plant—Manhattan, Nevada.

Location of Principal Office—Manhattan, Nevada.

Date when company was originally organized and date of any reorganization or consolidation. 1907. Bought by present owners at Sheriff's sale, May 23, 1910, took possession November 23, 1910.

Name of city or town supplied with water, Manhattan.

Population of territory supplied, about 700.

CAPITAL STOCK AND FUNDED DEBT

Not shown.

COST OF PLANT AND EQUIPMENT

Gasoline power pumping station equipment.....	\$410.00
Hydraulic power pumping station equipment.....	408.00
Transmission mains.....	380.00
Distribution.....	700.00
Hydrants.....	480.00
General office equipment.....	60.00
Stores, department equipment.....	475.00
Utility equipment.....	180.00
Miscellaneous equipment.....	185.00
Cost of plant purchased (in lieu of plant constructed).....	1,870.00
Total cost of plant and equipment.....	\$6,108.00

Assets**BALANCE SHEET**

Property and plant.....	\$6,108.00
Current assets—Accounts receivable.....	65.00
Material and supplies.....	955.00
Total assets.....	\$6,128.00
No liabilities shown.....	

INCOME ACCOUNT

Earnings from commercial sales.....	\$2,231.40
Expenses—Pumping.....	\$1,647.85
General.....	210.00
Undistributed.....	660.00
Total operating expenses.....	\$2,507.85
Taxes.....	6.50
Operating expenses and taxes.....	\$2,514.35
Net operating deficit.....	\$322.95
Nonoperating revenues.....	86.00
Gross deficit.....	\$176.95
Net deficit.....	\$176.95
Deficit at close of year.....	\$176.95

SUMMARY OF EMPLOYEES AND WAGES

Number of employees—Not shown.....	
Average wages paid—Engineers.....	\$900.00
General laborers.....	450.00
Total wages paid.....	\$1,350.00

COMMERCIAL CONSUMERS

Residences.....	110
Stores.....	3
Saloons.....	10
Office buildings.....	2
Hotels.....	4
Boarding houses.....	4
Hydrants (free use).....	5
Total consumers.....	138

SOURCE OF WATER SUPPLY

Surface waters—Not shown.

Ground waters—Shallow wells, 3; yield per day, 15,000, 8,000, and 7,000 gals., respectively.

ANNUAL REPORT OF MASON WATER, LIGHT AND POWER COMPANY (WATER DEPARTMENT) FOR THE YEAR ENDING JULY 31, 1911

Directors—W. W. Armstrong, Salt Lake City, Utah; B. L. Cripps, Salt Lake City, Utah; E. G. Kidder, Salt Lake City, Utah.

Principal Officers—President, W. W. Armstrong, Salt Lake City, Utah; Vice-President, B. L. Cripps, Salt Lake City, Utah; Secretary, E. G. Kidder, Salt Lake City, Utah; Assistant Secretary, Treasurer and Manager, H. W. Culbertson, Mason, Nevada; Treasurer, E. G. Kidder, Salt Lake City, Utah.

Location of Plant—Mason, Nevada.

Location of Principal Office—Mason, Nevada.

Date when company was originally organized—February 8, 1909.

Names of cities or towns supplied with water—Mason.

Population of territory supplied, 200.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	25,000
Common stock, par value per share.....	\$1.00
Common stock, par value outstanding.....	\$11,060.00
Dividends declared.....	None
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded debt and capital stock outstanding.....	\$11,060.00

COST OF PLANT AND EQUIPMENT

Land (used in operation of property).....	\$1.00
Electric power pumping station equipment.....	5,140.56
Transmission mains.....	4,284.98
Total cost of plant and equipment.....	\$9,426.54

INCOME ACCOUNT

Earnings from commercial sales.....	\$1,355.35
Pumping.....	102.90
Distribution, both water and light.....	1,395.65
General expenses for both water and light.....	317.43
Total operating expenses.....	\$1,815.98
Taxes.....	61.25
Operating expenses and taxes.....	\$1,877.23
Interest on floating debt, both water and light.....	160.25
Surplus at beginning of year.....	\$334.37
Surplus at close of year.....	734.81

Assets BALANCE SHEET

Property and plant.....	\$10,200.21
Current assets—Cash for both water and light.....	502.31
Accounts receivable for both water and light.....	1,156.70
Material and supplies for both water and light.....	943.30
Total assets.....	\$12,802.52
<i>Liabilities</i>	
Capital liabilities—Capital stock, common, both water and light.....	\$11,060.00
Current liabilities—Notes and bills payable, both water and light.....	3,000.00
Accounts payable, for both water and light.....	143.32
Surplus, including both water and light.....	734.81
Total liabilities.....	\$14,988.13

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—General laborers.....	1
General office employees.....	1
Total number of employees.....	2
Wages paid to employees—Laborers.....	\$110.00
General office employees.....	25.00
Total wages paid.....	\$135.00

ANNUAL REPORT OF MASON WATER CO.—Continued

COMMERCIAL CONSUMERS

Residences	34
Stores	7
Saloons	2
Hotels	2
Mine	1
Total number of consumers	46

SOURCES OF WATER SUPPLY

Surface waters—Not shown.

Ground waters—Shallow wells, 1. 35 ft. deep, 6x8 ft., 10,000 gals. daily.

ANNUAL REPORT OF RENO POWER, LIGHT AND WATER COMPANY
(WATER DEPARTMENT) FOR THE YEAR ENDING JUNE 30, 1911

Directors—Chas. W. Gardner, San Francisco, Cal.; Chas. H. Hammon, San Francisco, Cal.; A. L. Dahl, San Francisco, Cal.; R. K. Barrows, San Francisco, Cal.; A. E. Boynton, San Francisco, Cal.; Hugh Goodfellow, San Francisco, Cal.; Alfred von der Roop, San Francisco, Cal.

Principal Officers—President, Chas. W. Gardner, San Francisco, Cal.; Vice-President, Chas. S. Hammon, San Francisco, Cal.; Secretary, A. L. Dahl, San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, Henry B. Sawyer, Boston, Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Location of Plant—Reno, Nevada.

Location of Principal Office—130 W. Second Street, Reno, Nevada.

Date when company was originally organized and date of any reorganization or consolidation—This company was organized March 16, 1904, succeeding Nevada Power, Light and Water Company.

Names of cities or towns supplied with water—Reno and Sparks, Nevada.

Population of territory supplied, 13,500

CAPITAL STOCK AND FUNDED DEBT

Included in electric report.

COST OF PLANT AND EQUIPMENT

Distribution mains	\$10,310.32
Services	1,137.03
Total cost of plant and equipment	\$11,447.96

INCOME ACCOUNT

Earnings from commercial sales	\$85,804.40
Earnings from municipal hydrants	3,246.10
Earnings from sales to municipal departments	102.00
Total operating revenues	\$89,152.50
Expenses—Distribution	\$15,320.09
Commercial	1,130.80
General	8,230.30
Undistributed	63.32
Total operating expenses	\$24,744.57
Net operating revenue	\$64,407.93
Nonoperating revenues	382.20
Gross income	\$64,790.13
Washoe Deep Well Water Company, rental	2,500.00
Net income	\$62,290.13
Adjustments during year	1,155.79
Net earnings, water department	\$61,134.34

Assets

BALANCE SHEET

Property and plant	\$11,447.96
Current assets—Accounts receivable	9,155.33
Total assets	\$20,603.29

Liabilities

No liabilities for water department. See electric report.

ANNUAL REPORT OF RENO WATER Co.—Continued

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendent, water and gas	1
Hydraulic laborers	2
General laborers, average	15
Street department employees	2
General office employees	13
Executive officers	3
Total number of employees	36
Average wages paid—Superintendent, water and gas	\$775.00
Hydraulic laborers	1,920.00
General laborers	10,440.00
Street department employees	2,324.50
General office employees	3,210.00
Executive officers' salaries	3,895.00
Total wages paid	\$22,064.50

COMMERCIAL CONSUMERS

Not shown.

SOURCES OF WATER SUPPLY

Surface waters—Truckee River, 1 intake; open ditch; reservoir capacity, 42,287,000 gals.
Hunter Creek, 1 intake; open ditch; reservoir capacity, 25,000,000 gals.

ANNUAL REPORT OF THE RUBY HILL WATER WORKS FOR THE YEAR
ENDING JUNE 30, 1911

Directors—Not shown.

Principal Officers—President, Isadore Sara, Eureka, Nevada; Vice-President, Pedro Urquiza, Eureka, Nevada; Secretary, R. C. Turritin, Reno, Nevada.

Location of Plant—Ruby Hill, Eureka County, Nevada.

Location of Principal Office—Reno, Nevada.

Date when company was originally organized—October, 1910.

CAPITAL STOCK AND FUNDED DEBT

Not shown.

COST OF PLANT AND EQUIPMENT

Not shown.

INCOME ACCOUNT

Earnings from commercial sales	\$999.50
Operating expenses—To salary for year	1,080.00
Taxes	30.00
Valves and pipe fittings	10.60
Labor, etc.	9.90
Total operating expenses	\$1,130.50

BALANCE SHEET

Not shown.

SUMMARY OF EMPLOYEES AND WAGES

Not shown.

COMMERCIAL CONSUMERS

Residences, 20, charged at a flat rate from \$1 to \$4 per month according to size of house and number in family.

Mines, 3, charged at a flat rate from \$10 per month up, according to the amount of water used.

SOURCES OF WATER SUPPLY

Surface waters—Not shown.

Ground waters—Eight springs or tunnels situated at the head of Secret Canyon, about eight miles from Ruby Hill. The output is about 30,000 gals. per day.

ANNUAL REPORT OF THE TONOPAH UNITED WATER COMPANY FOR
THE YEAR ENDING JUNE 30, 1911

Directors—E. G. Wheeler, San Francisco, Cal.; John E. Bennett, San Francisco, Cal.; R. M. Wright, San Jose, Cal.; Henry F. Stitzell, Philadelphia, Pa.; Harry W. Davis, Wilmington, Del.

Principal Officers—President, E. G. Wheeler, San Francisco, Cal.; Secretary, Henry F. Stitzell, Philadelphia, Pa.; Assistant Secretary, E. R. Haugh, San Francisco, Cal.; Treasurer, Henry F. Stitzell, Philadelphia, Pa.; Assistant Treasurer, E. R. Haugh, San Francisco, Cal.

Location of Plant—Tonopah, Nevada.

Location of Principal Office—Philadelphia, Pa.

Date when company was originally organized—Incorporated August 8, 1905, under the laws of Delaware.

Date when utility first began to sell water—1903.

Names of cities or towns supplied with water—Tonopah, Nevada.

Population of territory supplied, about 5,000.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	2,000,000
Par value per share.....	\$1.00
Total par value issued and outstanding.....	\$2,000,000.00
Dividends declared.....	None
Funded debt authorized.....	\$500,000.00
Funded debt issued and outstanding.....	\$223,000.00
Interest accrued and paid during year.....	\$14,040.00
Total capital stock and funded debt outstanding.....	\$2,223,000.00

COST OF PLANT AND EQUIPMENT

Organization, franchises, rights, licenses, etc.....	\$2,061,121.16
Land (used in operation of property).....	4,400.00
Buildings, fixtures and grounds (used in operation of property).....	63,389.35
Pumping station equipment.....	31,477.74
Transmission mains.....	164,937.80
Distribution—Mains.....	61,196.32
Services.....	1,348.83
Hydrants.....	2,345.81
Meters.....	4,519.63
General office equipment.....	764.46
Utility equipment.....	672.50
Miscellaneous equipment.....	2,174.00
Total cost of plant and equipment.....	\$2,388,327.10

INCOME ACCOUNT

Earnings from commercial sales.....	\$37,400.45
Earnings from industrial sales.....	39,713.87
Earnings from municipal hydrant rentals.....	2,100.00
Total operating revenues.....	\$79,214.32
Operating expenses—Pumping.....	\$5,806.24
Distribution.....	4,179.26
Commercial.....	286.86
General.....	13,376.22
Total operating expenses.....	\$23,648.58
Taxes.....	2,438.10
Total operating expenses and taxes.....	\$26,086.68
Net operating revenue.....	\$53,127.64
Nonoperating revenues.....	2,480.23
Gross income.....	\$55,587.87
Interest on funded debt.....	\$14,040.00
Contractual sinking fund requirements.....	22,500.00
Depreciation.....	6,203.50
Total deductions from gross income.....	\$42,743.50

ANNUAL REPORT OF TONOPAH WATER CO.—*Continued*

Net income.....	\$12,844.87
Dividends paid.....	
Surplus for year.....	\$12,844.87
Surplus at beginning of year.....	197,142.45
Adjustments during year.....	2,227.35
Surplus on June 30, 1911.....	\$230,498.88

<i>Assets</i>	BALANCE SHEET	
Property and plant.....		\$2,388,327.10
Other investments.....		50,152.60
Sinking fund.....		11,500.16
Cash.....		8,064.90
Accounts receivable.....		10,748.00
Material and supplies.....		5,633.47
Suspense.....		1,000.00
Total assets.....		\$2,475,421.23
<i>Liabilities</i>		
Capital stock, common.....		\$2,000,000.00
Funded debt.....		223,000.00
Sinking fund.....		11,500.16
Accounts payable.....		1,871.90
Matured interest on notes and bills payable unpaid—Deposits.....		5,147.35
Accrued liabilities—Taxes accrued.....		800.94
Depreciation account.....		3,102.00
Surplus.....		230,498.88
Total liabilities.....		\$2,475,421.23

SUMMARY OF EMPLOYEES AND WAGES

	<i>Average No.</i>	<i>Total wages</i>
Engineers.....	1	\$1,800.00
General laborers.....	2	2,400.00
Executive officers.....	3	9,900.00
Totals.....	6	\$14,100.00

COMMERCIAL CONSUMERS

Residences.....	450
Stores.....	5
Stores and residences.....	2
Saloons.....	20
Office buildings.....	5
Hotels.....	3
Boarding houses.....	8
Breweries and bottling works.....	1
Laundries.....	3
Mills and mines.....	7
Schools.....	1
Police and fire department stations.....	1
Hydrants.....	23
Total.....	529

SOURCES OF WATER SUPPLY

Shallow wells.....	10	Yield per day, 400,000 gals.
--------------------	----	------------------------------

ANNUAL REPORT OF VIRGINIA AND GOLD HILL WATER COMPANY FOR THE YEAR ENDING JUNE 30, 1911

Directors—W. E. Dean, San Francisco, Cal.; E. J. McCutchen, San Francisco, Cal.; J. E. Walsh, San Francisco, Cal.; W. S. Hobart, San Francisco, Cal.; W. L. Dean, San Francisco, Cal.; D. C. Bates, San Rafael, Cal.; Chas. H. Fish, San Rafael, Cal.

Principal Officers—President, W. E. Dean, San Francisco, Cal.; Vice-President, Chas. H. Fish, San Rafael, Cal.; Secretary, D. C. Bates, San Rafael, Cal.; Treasurer, Wells-Fargo Nevada National Bank, San Francisco, Cal.

Location of Plant—Virginia City, Nevada.

Location of Principal Office—San Francisco, Cal.

Date when company was originally organized—April 26, 1872.

Date when utility first began to sell water—No record.

Names of cities or towns supplied with water—Virginia City, Gold Hill, and Silver City, Nevada.

Population of territory supplied, 3,143.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	50,000.00
Common stock, par value per share.....	\$100.00
Common stock, par value outstanding.....	\$5,000,000.00
Dividends declared.....	None
Funded debt outstanding.....	None
Interest paid during year.....	None
Total funded debt and capital stock outstanding.....	\$5,000,000.00

COST OF PLANT AND EQUIPMENT

Not shown.

INCOME ACCOUNT

Earnings from commercial and industrial sales.....	\$95,191.32
Earnings from municipal hydrant rentals.....	2,670.00
Earnings from sales for street sprinkling.....	70.00
Earnings from sales of ice.....	10,821.57
Miscellaneous earnings from operation.....	673.00
Total operating revenues.....	\$109,426.49
Commercial expenses—Total operating expenses.....	\$62,133.64
Taxes.....	4,167.25
Operating expenses and taxes.....	\$66,300.89
Net operating revenues.....	\$43,125.60
Net income.....	\$43,125.60
Common stock dividends.....	\$41,250.00

BALANCE SHEET

Total assets—Cash.....	\$2,981.15
Total liabilities—Capital stock, common.....	\$5,000,000.00

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—General laborers, average.....	30
Street department employees.....	1
General office employees.....	2
Superintendent.....	1
Total employees.....	34
Average wages paid—General laborers.....	\$32,644.47
Street department employees.....	1,148.00
General office employees.....	2,580.00
Superintendent.....	2,700.00
Executive officers salaries.....	2,400.00
Total wages paid.....	\$41,472.47

ANNUAL REPORT OF VIRGINIA AND GOLD HILL WATER CO.—Continued

COMMERCIAL CONSUMERS

Residences	709
Stores	25
Saloons	18
Office buildings	1
Hotels	1
Rooming houses	10
Breweries and bottling works	1
Laundries	3
Hydraulic elevators	1
Mills and mines	25
Schools	4
Police and fire department stations	1
Hospitals	1
Hydrants	92
Total number of consumers	892

SOURCES OF WATER SUPPLY

Surface waters—Marlette Lake, headgates at dam, intake 40 feet below surface; flume and pipe; capacity, 2,000,000,000 gals.	
Hobart Creek, headgates at dam, intake 18 feet below surface; flume and pipe; capacity, 35,000,000 gals.	
Five Mile Reservoir, headgates at dam, intake 9 feet below surface; flume and pipe; capacity, 5,000,000 gals.	
Divide Reservoir, headgates at dam, intake 8 feet below surface; flume and pipe; capacity, 2,500,000 gals.	

GAS COMPANIES

ANNUAL REPORT OF THE CARSON CITY COAL GAS COMPANY FOR
THE YEAR ENDING JUNE 30, 1911

Trustees—Chas. W. Gardner, San Francisco, Cal.; H. A. Lemmon, Carson City, Nevada; O. W. Tennant, Carson City, Nevada.

Principal Officers—President, Chas. W. Gardner, San Francisco, Cal.; Vice-President, H. A. Lemmon, Carson City, Nevada; Secretary, A. E. Boynton, San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, A. E. Boynton, San Francisco, Cal.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Location of Plant—Corner Carson Street and Third Avenue, Carson City, Nevada.

Location of Principal Office—Reno, Nevada.

Date when company was originally organized—October 23, 1874.

Date when company first began to sell gas—Some time in 1875.

Names of cities or towns supplied with gas—Carson City, Nevada.

Population of territory supplied, 2,466.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized	500
Common stock, par value per share	\$100.00
Common stock, par value outstanding	\$50,000.00
Dividends declared	None
Funded debt outstanding	None
Interest paid during year	None
Total funded debt and capital stock outstanding	\$50,000.00

COST OF PLANT AND EQUIPMENT

Plant account, old company	\$56,194.01
Oil-gas apparatus	792.11
Mains	627.65
Services	439.90
Meters	332.22
Total cost of plant and equipment	\$58,385.89

ANNUAL REPORT OF CARSON CITY COAL GAS CO.—*Continued*

INCOME ACCOUNT

Commercial earnings.....		\$7,429.40
Expenses—Production.....		\$3,653.70
Distribution.....		256.13
Commercial.....		91.63
General.....		1,004.55
Undistributed.....		160.68
Total operating expenses.....		\$5,106.69
Taxes.....		525.40
Taxes and operating expenses.....		\$5,632.09
Net operating revenue.....		\$1,737.31
Nonoperating revenues.....		113.92
Gross income.....		\$1,851.23
Interest on floating debt.....		319.52
Net income.....		\$1,531.71
Surplus for year.....		\$1,531.71
Deficit at beginning of year.....	\$1,043.02	
Adjustments during year.....	149.29	
		1,192.31
Surplus or deficit at close of year.....		\$339.40

BALANCE SHEET

<i>Assets</i>		
Property and plant.....		\$58,385.89
Current assets—Cash.....		342.55
Accounts receivable.....		1,970.40
Material and supplies.....		1,673.12
Prepaid insurance.....		91.00
Open accounts.....		22.34
Total assets.....		\$62,485.20
<i>Liabilities</i>		
Capital liabilities—Capital stock, common.....		\$50,000.00
Current liabilities—Notes and bills payable.....		10,650.68
Accounts payable.....		1,081.41
Deposits.....		5.00
Accrued liabilities—Taxes accrued.....		226.80
Miscellaneous liabilities accrued.....		9.68
Open accounts.....		222.25
Surplus.....		339.40
Total liabilities.....		\$62,485.20

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence.....	1
Retort house and generator house men.....	1
Street department employees.....	2
Office employees.....	3
General officers.....	3
Total number of employees.....	10
Wages of employees—Superintendence.....	\$300.00
Retort house and generator house men.....	1,115.10
Street department employees.....	706.80
Office employees.....	336.00
General officers.....	355.49
Total wages.....	\$2,813.39

COMMERCIAL CONSUMERS

Number of commercial consumers at close of year.....	225
--	-----

REPORT OF PUBLIC SERVICE COMMISSION OF NEVADA 361

ANNUAL REPORT OF CARSON CITY COAL GAS Co.—Continued

GAS ACCOUNT

Oil-gas made during year.....	3,237,000 cubic feet
Total gas made and purchased.....	3,237,000 cubic feet
Total gas to account for.....	3,237,000 cubic feet
Gas delivered to mains.....	3,237,000 cubic feet
Gas sold.....	2,939,400 cubic feet
Gas used by company.....	70,900 cubic feet
Total gas used and sold.....	3,010,300 cubic feet
Gas unaccounted for.....	226,700 cubic feet

ANNUAL REPORT OF NEVADA GAS COMPANY FOR THE SIX MONTHS BEGINNING JANUARY 1, 1911, AND ENDING JUNE 30, 1911

Directors—John Martin, Ross, Cal.; J. D. Grant, San Francisco, Cal.; L. P. Lowe, San Francisco, Cal.

Principal Officers—President, John Martin, Ross, Cal.; Vice-President, L. P. Lowe, San Francisco, Cal.; Secretary, F. E. Fitzpatrick, San Francisco, Cal.; Treasurer and General Manager, L. P. Lowe, San Francisco, Cal.

Location of Plant—Tonopah, Nevada.

Location of Principal Office—626 Pacific Building, San Francisco, Cal.

Date when company was originally organized—November 15, 1905.

Names of cities or towns supplied with gas—Tonopah, Nevada.

Population of territory supplied, unknown.

CAPITAL STOCK AND FUNDED DEBT

Number of shares of common stock authorized.....	1,500
Common stock, par value per share.....	\$100.00
Common stock, par value outstanding.....	\$150,000.00
Dividends declared.....	None
Funded debt outstanding.....	\$38,000.00
Interest paid during year.....	None
Total funded debt and capital stock outstanding.....	\$248,000.00

COST OF PLANT AND EQUIPMENT

Not shown.

INCOME ACCOUNT

Commercial earnings.....	\$5,768.85
Expenses—Production.....	3,882.37
Distribution.....	1,807.81
Municipal contract lighting.....	315.42
General.....	217.27
Undistributed.....	4.50
Total operating expenses.....	\$5,727.37
Taxes and licenses.....	280.40
Operating expenses and taxes.....	\$5,987.77
Net operating deficit.....	\$223.92
Nonoperating revenues.....	169.16
Gross deficit.....	\$54.76
Interest on funded debt.....	3,255.00
Net deficit.....	\$3,309.76

BALANCE SHEET

<i>Assets</i>	
Property and plant.....	\$253,087.75
Current assets—Accounts receivable.....	1,730.18
Material and supplies.....	6,304.76
Open accounts.....	6,757.60
Deficit.....	32,329.26
Total assets.....	\$300,159.55

ANNUAL REPORT OF NEVADA GAS CO.—*Continued*

<i>Liabilities</i>	
Capital liabilities—Capital stock, common.....	\$150,000.00
Funded debt	93,000.00
Special funds	16,200.00
Current liabilities—Notes and bills payable.....	37,785.91
Accounts payable—Matured interest on notes and bills unpaid...	2,743.74
Deposits	55.00
Accrued liabilities—Open accounts.....	374.90
Total liabilities.....	\$300,159.55

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Generator house men.....	1
Street department employees.....	1
Office employees.....	2
Total number of employees.....	4
Wages of employees—Generator house men.....	\$720.00
Street department employees	720.00
Office employees.....	1,050.00
Total wages.....	\$2,490.00

COMMERCIAL CONSUMERS

Number of commercial consumers at close of year.....	271
--	-----

GAS ACCOUNT

Gas on hand first of year.....	7,000 cubic feet
Gas on hand close of year.....	8,800 cubic feet
Gas sold	1,799,100 cubic feet
Gas used by company.....	350,500 cubic feet
Total gas used and sold.....	2,149,600 cubic feet

ANNUAL REPORT OF RENO POWER, LIGHT AND WATER COMPANY
(GAS DEPARTMENT) FOR THE YEAR ENDING JUNE 30, 1911

Directors—Chas. W. Gardner, San Francisco, Cal.; Chas. H. Hammon, San Francisco, Cal.; A. L. Dahl, San Francisco, Cal.; R. K. Barrows, San Francisco, Cal.; A. E. Boynton, San Francisco, Cal.; Hugh Goodfellow, San Francisco, Cal.; Alfred von der Ropp, San Francisco, Cal.

Principal Officers—President, Chas. W. Gardner, San Francisco, Cal.; Vice-President, Chas. H. Hammon, San Francisco, Cal.; Secretary, A. L. Dahl, San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, Henry B. Sawyer, Boston, Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Location of Plant—East Fifth and Eureka Streets, Reno, Nevada.

Location of Principal Office—Reno, Nevada.

Date when company was originally organized and date of any reorganization or consolidation—This company was organized March 16, 1904, succeeding Nevada Power, Light and Water Company.

Names of cities or towns supplied with gas—Reno and Sparks, Nevada.

CAPITAL STOCK AND FUNDED DEBT

Given in the electric report.

COST OF PLANT AND EQUIPMENT

Property account, old company, see electric report of Reno Power, Light and Water Company.	
Oil-gas buildings, fixtures and grounds.....	\$231.36
Mains	2,448.89
Services	2,207.81
Meters	931.77
Total cost of plant and equipment.....	\$5,819.83

ANNUAL REPORT OF RENO GAS CO.—Continued

INCOME ACCOUNT

Commercial earnings.....	\$40,235.55
Expenses—Production	\$17,570.81
Distribution	5,519.19
Commercial	443.71
General	6,627.46
Undistributed	226.23
Total operating expenses.....	\$30,387.40
Taxes (See electric report).....	
Net operating revenue.....	\$9,848.15
Nonoperating revenues.....	176.72
Gross income.....	\$10,024.87
Interest on funded debt (See electric report).....	
Net income or deficit.....	\$10,024.87
Common stock dividends (See electric report).....	
Surplus.....	\$10,024.87
Adjustments during year (profit and loss account).....	3,836.87
Net earnings gas department transferred to electric report.....	\$6,188.00

Assets

BALANCE SHEET

Construction, old company account, see electric report.....	
Property and plant.....	\$5,819.83
Stocks and bonds of other companies (see electric report).....	
Interest and dividends receivable.....	4,269.25
Material and supplies.....	886.11
Total assets, transferred to electric report.....	\$10,975.19
Liabilities shown in electric report of Reno Power, Light and Water Company.....	

SUMMARY OF EMPLOYEES AND WAGES

Average number of employees—Superintendence gas and water.....	1
Retort house and generator house men.....	3
Laborers, average.....	6
Street department employees.....	2
Office employees.....	13
General officers.....	3
Total number of employees.....	28
Wages of employees—Superintendence.....	\$775.00
Retort house and generator house men.....	3,180.00
Laborers, average.....	4,841.00
Street department employees.....	1,872.00
Office employees.....	2,566.80
General officers.....	1,588.00
Total wages.....	\$14,822.80

COMMERCIAL CONSUMERS

Number of commercial consumers at close of year.....	1,214
--	-------

GAS ACCOUNT

Oil gas made during year.....	31,163,700 cubic feet
Total gas made during year.....	31,163,700 cubic feet
Total gas made and purchased.....	31,163,700 cubic feet
Total gas to account for.....	31,163,700 cubic feet
Gas delivered to mains.....	31,163,700 cubic feet
Gas sold.....	22,070,300 cubic feet
Gas used by company.....	332,000 cubic feet
Total gas used and sold.....	22,402,300 cubic feet
Gas unaccounted for.....	8,761,400 cubic feet

**RATES IN EFFECT ON DECEMBER 31, 1911, FOR ELECTRIC
LIGHT AND POWER, SEWER AND DRAINAGE, GAS, AND
WATER SERVICE IN THE STATE OF NEVADA.**

ELECTRIC COMPANIES**CONSOLIDATED POWER AND TELEPHONE COMPANY (LAS VEGAS)**

1 to 20 kwh.....at 20c	61 to 70 kwh.....at 17½c	101 to 110 kwh.....at 14c
21 to 40 kwh.....at 19c	71 to 80 kwh.....at 17c	111 to 125 kwh.....at 13c
41 to 50 kwh.....at 18½c	81 to 90 kwh.....at 16c	126 to 150 kwh.....at 12c
51 to 60 kwh.....at 18c	91 to 100 kwh.....at 15c	151 to 200 kwh.....at 11c
		201 kwh up.....at 10 to 8c

ELKO WATER AND LIGHT CORPORATION

15 to 500 kwh.....at 12½c	500 to 1200 kwh.....at 10c
1200 or more kwh, special terms	

Minimum charge, \$2.50 (15 kwh allowed).

One or two exceptions—for one light—minimum charge, \$1.

Consumers owning premises are required to purchase meters.

Consumers renting, pay 50c per month for meter rental in most cases.

Service wires installed at rate of \$2 to \$5.

Deposits required from transients for prepayment.

ELY LIGHT AND POWER COMPANY

A rate—75c per active 16-cp lamp plus 8c per kwh. Percentage of active lamps are taken as follows:

Saloons and sporting houses.....	100 per cent
Business houses.....	90 per cent
Hotels and rooming houses	80 per cent
Residences	70 per cent

B rate—20c per kwh for light; 10c per kwh for power.

CONTRACT RATES

Empire Theater. Term of contract—Feb. 1, 1911, until discontinued by either party. Amount of power and voltage at which measured—Light and picture machine. Rate—20c per kwh for lights; 15c per kwh for picture machine. Monthly minimum, \$2.

Ely Packing Company. Term of contract—April 25, 1911, until ended by agreement. Amount of power and voltage at which measured—58 hp. Rate—Up to 1,500 kwh per month at 10c; 1,500 to 2,500, 9c; over 2,500, 7c. Monthly minimum, \$60.

Bijou Amusement Company. Term of contract—Oct. 30, 1908, until ended by agreement. Amount of power and voltage at which measured—50 lights and picture machine. Rate—20c per kwh for lights; 15c per kwh for picture machine. Monthly minimum, \$4.

Troy Laundry. Term of contract—June 24, 1908, until ended by agreement. Rate—12c per kwh. Monthly minimum, \$2.

Ely Wagon and Carriage Company. Term of contract—Nov. 16, 1908, until ended by agreement. Amount of power and voltage at which measured—½ hp. Rate—10c per kwh. Monthly minimum, \$2.

LOVELOCK LIGHT AND POWER COMPANY

Each 40-watt or 16-cp lamp, all night.....	\$1.50
Each 40-watt or 16-cp lamp, to 10 o'clock.....	1.25
Each 70-watt lamp, all night.....	2.00
Each 100-watt lamp, all night.....	3.50
Each 100-watt lamp, to 10 o'clock.....	2.00
Each motion picture machine.....	30.00
Special (one hotel).....	6c per kwh

MASON WATER, LIGHT AND POWER COMPANY

	<i>Residence</i>	<i>Business houses</i>		<i>Meter rates</i>
		<i>All night</i>	<i>10 o'clock</i>	
One 16-cp.....	\$1.00	\$1.50	\$1.00	First 100 kwh.....at 10c
Two 16-cp, each.....	.87½	1.25	.87½	Second 100 kwh.....at 9c
Three 16-cp, each.....	.75	1.16½	.83½	Third 100 kwh.....at 8½c
Four 16-cp, each.....	.62½	1.12½	.75	Fourth 100 kwh.....at 8c
Additional.....	.25	.50	.50	Fifth 100 kwh.....at 7½c
				Additional.....7c

Minimum charge, \$2.50. Special meter rate for business houses of 8c for all bills amounting to more than \$2.50.

PACIFIC POWER COMPANY

SCHEDULE OF POWER AND LIGHTING RATES IN EFFECT AT AURORA, LUCKYBOY, FAIRVIEW AND WONDER

POWER SERVICE

Power rates are based upon the load factor of the electrical consumption of the consumer. The load factor is determined by dividing the average kilowatt hours consumed during a month, by the maximum kilowatt consumption during the same period of time.

Cost per kilowatt hour on the above basis is as follows:

<i>Load Factor</i>	<i>Cost Per Kilowatt—Dollars</i>									
	0	1	2	3	4	5	6	7	8	9
10.....	1000	.0917	.0848	.0788	.0736	.0691	.0651	.0617	.0585	.0555
20.....	.0530	.0508	.0485	.0466	.0449	.0431	.0417	.0402	.0390	.0377
30.....	.0365	.0354	.0344	.0334	.0325	.0316	.0308	.0300	.0293	.0286
40.....	.0280	.0274	.0268	.0262	.0257	.0250	.0246	.0241	.0237	.0232
50.....	.0228	.0224	.0220	.0216	.0212	.0209	.0205	.0202	.0199	.0196
60.....	.0193	.0190	.0187	.0184	.0182	.0179	.0177	.0174	.0171	.0169
70.....	.0167	.0165	.0163	.0160	.0158	.0156	.0155	.0153	.0151	.0149
80.....	.0147	.0146	.0145	.0143	.0141	.0140	.0138	.0137	.0135	.0134
90.....	.0133	.0131	.0130	.0129	.0127	.0126	.0125	.0124	.0122	.0121

Minimum Power Rates

The minimum rate is \$.012 per kilowatt hour at 100 per cent load factor.

The minimum rate is \$.10 per kilowatt hour at 10 per cent load factor.

The minimum monthly bill is \$1 per horsepower capacity installed.

Special Power Rates

Special rates will be made when contracts are entered into with the consumer, by which they agree to take certain large quantities of electrical energy for long time service, or where large payments are made in advance to cover cost of extensions of lines, etc., said advances to be repaid by the furnishing of power to them.

In order for consumers to be given the advantage of special rates, they will be required to guarantee a minimum amount of electrical energy that will be consumed during any one month. This minimum will be based upon the connected horsepower of the customer.

Lighting Service

The following charges to flat-rate consumers will be made for each month or fraction of month, throughout the consumer's connection with the company's service:

Business Houses—First ten 60-watt lights, \$1 each, additional, 75c each.

Residences—First two lights, \$1 each, additional, 50c each.

Flatirons—(Residence), \$1.

The following charges to consumers using meters will be made:

Short-Hour Service—Residences, Early Closing Stores, Etc.

Consumption of 50 kwh or under.....20c per kwh

Consumption over 50 kwh and under 100 kwh.....18c per kwh

Consumption over 100 kwh.....15c per kwh

Long-Hour Service—Hotels, Saloons and other All-night Service

Consumption over 50 kwh and under 100 kwh.....15c per kwh

Consumption over 100 kwh and under 200 kwh.....13c per kwh

Consumption over 200 kwh and under 300 kwh.....11c per kwh

Consumption over 300 kwh and under 500 kwh.....10c per kwh

Consumption over 500 kwh.....9c per kwh

PACIFIC POWER COMPANY—Continued

Cooking and Heating Service

Five cents per kwh.

All the above meter rates subject to 10 per cent discount if paid on or before the 10th day of the month next following the month for which bills have been rendered.

It must be distinctly understood that no discounts will be allowed unless bills are paid in full, as above specified.

RENO POWER, LIGHT AND WATER COMPANY

ELECTRIC RATE SCHEDULE EFFECTIVE OCTOBER 1, 1911—SUPERSEDES
RATES FILED JUNE 1, 1911—FOR RENO ONLY

Meter rates—Any and all purposes:

First 150 kwh.....	7c per kwh	Next 100 kwh.....	4c per kwh
Next 100 kwh.....	6c per kwh	Next 100 kwh.....	3c per kwh
Next 100 kwh.....	5c per kwh	Excess over 550 kwh.....	2c per kwh

Minimum monthly charge, \$1. Discounts—None.

Meter rates—Power and all other purposes, excepting "Connected Lighting Load" is not to exceed 10 per cent of "Other Connected Load":

First 300 kwh.....	5c per kwh	Next 8,000 kwh.....	1.8c per kwh
Next 300 kwh.....	4c per kwh	Next 10,000 kwh.....	1.7c per kwh
Next 400 kwh.....	3c per kwh	Next 30,000 kwh.....	1.6c per kwh
Next 1,000 kwh.....	2c per kwh	Excess over 50,000.....	1.5c per kwh

Minimum monthly charge, \$1 per connected horsepower and not less than \$3.

Discounts—10 per cent where consumer uses and company meters current at 4,000 or 2,200 volts. 10 per cent when bills are paid on or before 10th day of month next following that for which bill is rendered.

Flat rates—For Reno only:

Residences—30c per 16 cp equivalent per month.

Business—Under ten hours burning per day, 50c per 16 cp equivalent per month. Over ten hours burning per day, 70c per 16 cp equivalent per month.

Business arc lamps—Under ten hours burning per day, \$6 per month. Over ten hours burning per day, \$8 per month.

Minimum, 80c.

NOTE—The following percentages shall be used in figuring equivalent of carbon lamps: 16 cp, 100 per cent; 32 cp, 200 per cent; 8 cp, 60 per cent; 4 cp, 40 per cent; 2 cp, 20 per cent.

Tungsten and tantalum lamps figured on basis of 16 cp equivalent to 50 watts.

CONTRACT RATES

Nevada Interurban Railway Company. Term of contract—About July, 1907, to July, 1927. Amount of power and voltage at which measured—600 kwh, 500 V-DC. Rate—2c per kwh. Monthly minimum, \$33.33.

Nevada Ingot Iron Pipe Company. May, 1910, to May, 1915. Amount of power and voltage at which measured—220 V. Rate—First 150 kwh 7c, next 100 6c, next 100 5c, next 100 4c, next 100 3c, over 550 2c. Monthly minimum, \$10.

M. Frank and Company. Term of contract—June 1, 1905, to July 1, 1911. Amount of power and voltage at which measured—Lights in store and residence. Rate—\$9.50 per month flat rate.

Overland Hotel, C. J. Sadler and L. Dolly. Term of contract—June 9, 1905, to Jan. 17, 1913. Amount of power and voltage at which measured—300 16 cp, 3 arcs, 1 electric sign; gas when electric current fails. Rate—\$70 per month flat rate. This includes water bill.

Reno Traction Company. Term of contract—Nov. 17, 1908, to Nov. 17, 1918. Amount of power and voltage at which measured—700 kwh, 500 V-DC. Rate—1½c per kwh.

Palace Hotel Company. Term of contract—June, 1912. Amount of power and voltage at which measured—737 16 cp; gas when current fails. Rate—\$140 per month flat rate.

RENO POWER, LIGHT AND WATER CO.—Continued

- Louis Berrum. Term of contract—Aug. 1, 1906, to Aug. 1911. Amount of power and voltage at which measured—All lights and power at ranch. Rate—10c per kwh. Monthly minimum, \$2.50.
- Mrs. Joseph Frey. Term of contract—Aug. 20, 1906, to Aug. 20, 1911. Amount of power and voltage at which measured—All lights and power at ranch 110 V. Rate—10c per kwh. Monthly minimum, \$2.50.
- Swift and Company. Term of contract—Oct. 8, 1906, to Oct. 8, 1911. Amount of power and voltage at which measured—220 V. Rate—1¼c per kwh. Monthly minimum, \$15.
- Western Gypsum Company. Term of contract—Oct. 1, 1907, to Oct. 1, 1912. Amount of power and voltage at which measured—100 hp DC. 500 V; and 500 kwh AC, 4000 V. Rate—AC, 1¼c per kwh; DC, 2c per kwh. Monthly minimum, \$150.
- Reno Brewing Company. Term of contract—June 1, 1910, to June 1, 1920. Amount of power and voltage at which measured—223.5 hp, and 57 lights. Rate—\$100 per month. Monthly minimum, \$100.
- F. L. White. Amount of power and voltage at which measured—220 V. Rate—3½c per kwh. Monthly minimum, \$1.
- Southern Pacific Company. Term of contract—1908 to 1913 and until discontinued. Amount of power and voltage at which measured—All power and lights at Sparks yard, 440 and 220 V. Rate—1¼c per kwh up to 45,000 per month. 1½c per kwh for all excess consumption.

THE NEVADA-CALIFORNIA POWER COMPANY

ELECTRIC RATES PER MONTH FOR GOLDFIELD, TONOPAH, RHYOLITE, PIONEER, BONNIE CLAIR, BLAIR, SILVER PEAK, MILLERS, MANHATTAN, AND ROUND MOUNTAIN.

For intermittent or hoisting service for prospectors, \$2 per hp as measured by wattmeter, plus 4c per kwh.

For continuous service for mines and mills (short-term contracts for small consumers)—Up to 2500 kwh per month at 4c per kwh; 2500 kwh to 8168 kwh per month at 3c per kwh.

Continuous or mill service (long-term contracts for large consumers):

From 8168.7 kwh to 13614.5 kwh.....	at 3c per kwh
From 13614.5 kwh to 27229 kwh.....	at 2¼c per kwh
From 27229 kwh to 54458 kwh.....	at 2½c per kwh
From 54458 kwh to 81687 kwh.....	at 2¼c per kwh
From 81687 kwh to 108916 kwh.....	at 2c per kwh
From 108916 kwh to 136145 kwh.....	at 1.85c per kwh
From 136145 kwh to 163374 kwh.....	at 1.7c per kwh
From 163374 kwh to 217832 kwh.....	at 1.6c per kwh
From 217832 kwh to 326748 kwh.....	at 1.5c per kwh
From 326748 kwh to 544580 kwh.....	at 1.4c per kwh

Schedule of lighting rates for meter customers (short-hour service)—Residences, early-closing stores, etc.:

50 kwh or less.....	at 20c per kwh
50 to 100 kwh.....	at 18c per kwh
100 kwh or more.....	at 15c per kwh

Hotels, saloons and other all-night service:

50 to 100 kwh.....	at 15c per kwh
100 to 200 kwh.....	at 13c per kwh
200 to 300 kwh.....	at 11c per kwh
300 to 500 kwh.....	at 10c per kwh
500 kwh or more.....	at 9c per kwh
Cooking and heating service.....	at 5c per kwh

All the above rates are subject to 10 per cent discount if bills are paid before the 10th.

THE NEVADA-CALIFORNIA POWER COMPANY—Continued

Minimum charges:

For lighting.....	\$2 per month
For heating and cooking.....	\$3 per month

Other small motor service: Rates for small motors $\frac{1}{8}$ to $7\frac{1}{2}$ hp, 18c to 10c per kwh with minimum charge from \$2 to \$20 per month.

TRUCKEE RIVER GENERAL ELECTRIC COMPANY

ELECTRIC RATE SCHEDULE, EFFECTIVE OCTOBER 1, 1911—SUPERSEDES RATES
FILED JUNE 1, 1911

Flat rates—Incandescent lighting only:

No. of 16 cp equivalent 1 or less	Residences and Churches	Business	Saloons
1	\$1.00	\$1.00	\$1.00
2	1.25	1.60	1.80
3	1.50	2.20	2.60
4	1.75	2.70	3.40
5	2.00	3.30	4.20
Each additional	.20	.60	.80

NOTE—The following percentage shall be used in figuring equivalent of carbon lamps: 16 cp, 100 per cent; 32 cp, 200 per cent; 8 cp, 60 per cent; 4 cp, 40 per cent; 2 cp, 25 per cent.

Tungsten and Tantalum lamps, figured on basis of 16 cp, equivalent to 50 watts. Discounts—None.

Meter rates—Power and all other purposes, except connected "Lighting Load" is not to exceed 10 per cent of "Other Connected Load":

First 300 kwh.....	5c per kwh
Next 300 kwh.....	4c per kwh
Next 400 kwh.....	3c per kwh
Next 1,000 kwh.....	2c per kwh
Next 8,000 kwh.....	1.8c per kwh
Next 10,000 kwh.....	1.7c per kwh
Next 30,000 kwh.....	1.6c per kwh
All excess over 50,000.....	1.5c per kwh

Additional charge for motors used directly for hoisting purposes of \$2.50 per average maximum tested horsepower per month.

Minimum monthly charge—\$1.10 per horsepower connected for all motors, excepting motors used for hoisting purposes, and not less than \$3.30.

Discounts—10 per cent when customer uses current and company meters current at 23,000 volts, or when customer furnishes high-tension transformer and company meters current on low-tension side of transformers. 10 per cent when bill is paid on or before the 15th day of month next following that for which bill is rendered.

Meter rate—Power for irrigation purposes, power not to be used between the hours of 6 and 11 p. m. daily, and only for the months from April 1st to October 31st, inclusive:

First 5,000 kwh.....	1.7c per kwh
Next 5,000 kwh.....	1.5c per kwh
Next 20,000 kwh.....	1.3c per kwh
All excess over 30,000 kwh.....	1.2c per kwh

Discount—10 per cent if bill is paid on or before 15th day of month next following that for which bill is rendered.

Flat Rates—Power and other purposes except incandescent lighting: No flat rates.

Meter rate—Any and all purposes:

First 150 kwh.....	7c per kwh
Next 100 kwh.....	6½c per kwh
Next 100 kwh.....	6c per kwh
Next 100 kwh.....	5½c per kwh
Next 100 kwh.....	5c per kwh
All excess over 550 kwh.....	4½c per kwh

Minimum monthly charge, \$1. Discounts—None.

TRUCKEE RIVER GENERAL ELECTRIC CO.—Continued

CONTRACT RATES

- Charles Butters & Co., Virginia City. Term of contract—Oct. 11, 1906, to Oct. 11, 1911. Amount of power and voltage at which measured—300 hp, 2200 V. Rate—\$5 per hp per month. Monthly minimum, \$300.
- Comstock Golden Gate Mining Company, Virginia City. Term of contract—Feb. 1, 1908, to Feb. 1, 1918. Amount of power and voltage at which measured—100 hp, 2200 V. Rate— $1\frac{1}{4}$ c per kwh. Monthly minimum, \$30.
- H. F. Dangberg Land and Live Stock Company, Minden. Term of contract—Oct. 15, 1906, to Oct. 15, 1916. Amount of power and voltage at which measured—2200 V. Rate— $1\frac{1}{2}$ c kwh.
- John Finning Ice Company, Yerington. Term of contract—Nov. 1, 1907, to Nov. 1, 1912. Amount of power and voltage at which measured—25 hp, 440 V. Rate—2c per kwh. Monthly minimum, \$7.50.
- Floriston Pulp and Paper Company, Floriston. Term of contract—Oct. 15, 1908, to Oct. 15, 1918. Amount of power and voltage at which measured—250 hp, 2200 V. Rate—\$3.50 per hp per month. Monthly minimum, \$250.
- Kossuth Mining Company. Term of contract—May 22, 1911, to May 22, 1912. Amount of power and voltage at which measured—30 hp, connected 2200 V. Rate— $1\frac{3}{4}$ c per kwh plus \$2.50 per maximum tested hp on hoists. Discounts—Up to \$100 none, next \$100 20 per cent, next \$800 25 per cent, over \$1,000 30 per cent. Monthly minimum, \$30.
- Mason Townsite Company, Mason. Term of contract—April 15, 1911, to April 15, 1920. Amount of power and voltage at which measured—2200 V. Rate—2c per kwh. Monthly minimum, \$50.
- Minden Flour Mill, Minden. Term of contract—Oct. 23, 1906, to Oct. 23, 1911. Amount of power and voltage at which measured—2200 V. Rate— $2\frac{1}{2}$ c per kwh. Monthly minimum, \$60.
- Nevada Gypsum Company, Mound House. Term of contract—April 1, 1909, to April 1, 1919. Amount of power and voltage at which measured—225 hp, 2200 V. Rate—\$700 per month flat rate. Monthly minimum, \$1 per connected hp.
- Nevada Mining, Reduction and Power Company, Dayton. Term of contract—Aug. 1, 1907, to Aug. 1, 1912. Amount of power and voltage at which measured—50 hp, 2200 V. Rate—\$6 per hp month, $12\frac{1}{2}$ per cent discount if paid before 10th. Monthly minimum, \$50.
- New York Nevada Mining Company. Term of contract—Jan. 15, 1907, to Jan. 15, 1917. Amount of power and voltage at which measured—50 kwh, 2200 V. Rate— $1\frac{3}{4}$ c per kwh, plus \$2.50 per maximum tested hp on all hoists. Monthly minimum, \$15.
- F. L. Clark, Virginia City. Term of contract—Feb. 25, 1910. Amount of power and voltage at which measured—28 16 cp lamps. Rate—\$7.50 per month flat rate.
- August Pfeifer Mill, Virginia City. Term of contract—Mar. 9, 1911, to Mar. 9, 1912. Amount of power and voltage at which measured—15 hp connected. 2200 V. Rate— $1\frac{3}{4}$ c per kwh up to \$100, no discount; next \$100 20 per cent, next \$800 25 per cent, over \$1,000 30 per cent. Monthly minimum, \$1 per connected hp.
- J. W. Phillips Plant, Virginia City. Term of contract—Nov. 1, 1910, to Nov. 1, 1911. Amount of power and voltage at which measured—15 hp, 2200 V. Rate— $1\frac{3}{4}$ c per kwh. Monthly minimum, \$25.
- August Pfeifer Mine, Virginia City. Term of contract—March 1, 1909, to March 1, 1914. Amount of power and voltage at which measured—50 hp, 2200 V. Rate—2c per kwh, plus \$2 per maximum tested hp on hoists. Monthly minimum, \$20.
- J. W. Phillips Mill, Silver City. Term of contract—May 9, 1911, to May 9, 1912. Amount of power and voltage at which measured—30 hp, 2200 V. Rate— $1\frac{3}{4}$ c per kwh, plus \$2.50 per maximum tested hp on hoists. Discounts—Up to \$100 no discount, next \$100 20 per cent, next \$800 25 per cent, over \$1000 30 per cent. Monthly minimum, \$1 per connected hp.

TRUCKEE RIVER GENERAL ELECTRIC CO.—Continued

Kinkead Mill and Mining Company, Virginia City. Term of contract—June 1, 1907, to June 1, 1917. Amount of power and voltage at which measured—100 kw, 2200 V. Rate— $1\frac{3}{4}$ c per kwh, plus \$2.50 per maximum tested hp on hoist motors. Discount—Bills exceeding \$100, 25 per cent.

United Comstock Pumping Association. Term of contract—Oct. 17, 1904, to Oct. 17, 1914. Amount of power and voltage at which measured—750 to 1000 hp, \$6 per hp month; 1000 to 1250 hp, \$5.50; 1250 to 3500 hp, \$5; 3500 to 5000 hp, \$4.50 (2200 V). In addition to above meter rates to pay \$2 per maximum tested hp on hoist motors consuming less than 400 kwh per tested hp, to be paid for at 9c per kwh on 400 kwh.

Verdi Lumber Company, Verdi. Term of contract—Jan. 1, 1906, to Jan. 1, 1916. Amount of power and voltage at which measured—3000 16 cp, 5 hp motor, 2200 V. Rate—\$12.50 per 120 16 cp equivalent or fraction thereof. Monthly minimum, \$125.

Verdi Lumber Company, Verdi. Term of contract—Sept. 28, 1907, to Sept. 28, 1917. Amount of power and voltage at which measured—250 hp, 2200 V. Rate—Transfer of water rights for power purposes.

Mason Valley Mines Company. Term of contract—Dec. 1, 1910, to Nov. 1, 1916; option 5 years more. Amount of power and voltage at which measured—2200 V. Rate—1.4c per kwh for first 43000 kwh, 0.9c per kwh for all excess consumption over 43000 kwh; also \$2 per maximum tested hp on hoists. Monthly minimum—\$1,000, to be increased in proportion for increase in power over 800 kwh.

Western Nevada Copper Company. Term of contract—Oct. 1, 1907, to Oct. 1, 1912. Amount of power and voltage at which measured—100 hp. Rate— $1\frac{3}{4}$ c per kwh. Discounts—\$150 to \$250 10 per cent, \$250 to \$500 15 per cent, \$500 to \$1,000 20 per cent, \$1,000 or over 25 per cent. Monthly minimum—\$1.25 per hp for less than 100 hp, \$1 per hp for greater than 100 hp.

Yerington Malachite Copper Company. Term of contract—Oct. 1, 1907, to Oct. 1, 1912. Amount of power and voltage at which measured—75 hp or more. Rate— $1\frac{3}{4}$ c per kwh. Discounts—\$150 to \$250 10 per cent, \$250 to \$500 15 per cent, \$500 to \$1,000 20 per cent, \$1,000 or over 25 per cent. Monthly minimum—\$1.25 per hp up to 100 hp, \$1 per hp for more than 100 hp.

Nevada Goldfield Reduction Company. Term of contract—Oct. 1, 1907, to Oct. 1, 1912. Amount of power and voltage at which measured—75 hp or more. Rate—Same as Yerington Company. Monthly minimum—Same as Yerington Company.

Western Gypsum Company. Term of contract—Oct. 1, 1907, to Oct. 1, 1917. Amount of power and voltage at which measured—440 V. Rate— $1\frac{3}{4}$ c per kwh plus \$2.50 per tested hp on hoist motors. Discounts—\$150 to \$250 10 per cent, \$250 to \$500 15 per cent, \$500 to \$1000 20 per cent, \$1000 or over 25 per cent. Monthly minimum, \$1 per hp connected.

Nevada Douglas Copper Company, Morning Star. Term of contract—Jan. 1, 1907, to Jan. 1, 1917. Amount of power and voltage at which measured—600 hp, 440 V. Rate—First 200 hp \$60 per hp year; over 200 up to 300 hp \$50 per hp year; for all over first 200 hp over 300 up to 500 hp \$45 per hp year; for all over first 200 hp over 500 hp \$40 per hp year; for all over first 300 hp. In addition \$2.50 per tested hp on hoists. Monthly minimum \$250.

Bluestone Mining and Smelting Company, Yerington. Term of contract—Jan. 1, 1907, to Jan. 1, 1917. Amount of power and voltage at which measured—1000 hp, 2200 V. Rate—200 hp or less, \$60 per hp per annum; 200 to 300 hp, \$50 per hp year; 400 to 499 hp, \$45 per hp year; 500 or over, \$40 per hp per year. Monthly minimum, \$250.

Unity Mining Company. Term of contract—May 1, 1910, to May 1, 1911. Amount of power and voltage at which measured—35 hp connected, 2200 V. Rate— $1\frac{3}{4}$ c per kwh plus \$2.50 per tested hp on all hoist motors. Discounts—Up to \$100, none; next \$100, 20 per cent; next \$800, 25 per cent; over \$1,000, 30 per cent. Monthly minimum, \$1 per connected hp.

TRUCKEE RIVER GENERAL ELECTRIC Co.—Continued

C. T. Martin, Yerington. Term of contract—June, 1911, to June, 1916. Amount of power and voltage at which measured— $7\frac{1}{2}$ hp connected, 2200 V. Rate— $1\frac{1}{2}$ ¢ per kwh plus 50¢ per connected hp per month. Discounts—Up to \$100, none; next \$100, 20 per cent; over \$200, 25 per cent. Monthly minimum, \$3 per hp connected per season from April 1st to Oct. 1st.

WINNEMUCCA WATER AND LIGHT COMPANY

	<i>Residence</i>	<i>All night</i>	<i>Business houses</i>	
			<i>Midnight</i>	<i>9 o'clock</i>
First 2 lights, each	\$0.50	.....	.....	.....
Second 2 lights, each	.35	.....	.....	.....
Third 2 lights, each	.25	.....	.....	.....
Additional	.20	.....	.....	.....
First 5 lights, each .....	.....	.....	\$1.00	\$0.80
Second 5 lights, each .....	.....	.....	.90	.65
Third 5 lights, each .....	.....	.....	.80	.55
Additional, each .....	.....	.....	.60	.45
<i>Lodging house</i>				
First 6 lights, each	\$0.50	\$1.50	.....	.....
Second 6 lights, each .....	.....	1.25	.....	.....
Third 6 lights, each .....	.....	1.00	.....	.....
Additional	.25	.75	.....	.....
<i>Street</i>				
1600-cp arc	\$10.00	\$12.00	\$9.00	\$7.00
100-cp inc.	15.00	.....	.....	.....

Special for hotels—More than thirty 16-cp lamps, 50¢ each.

WATER COMPANIES

AUSTIN WATER COMPANY

Hotels, per week	\$2.50
Restaurants, per week	1.50 to 2.00
Saloons, per week	50 to 1.00
Livery stables, per week	1.00 to 2.00
Store buildings, per week	.50
Laundries, per week	2.00 to 2.50
Bakeries, per week	.50
Blacksmith shops, per month	1.50
Offices, per month	1.00
Residences, per month	1.00 to 2.00
Boarding houses, per month	3.00
Barber shops, per month	1.50
Butcher shops, per month	1.50

CARSON WATER COMPANY

<i>Rate per month</i> <i>(Winter rates)</i>	<i>Number of</i> <i>consumers</i>	<i>Rate per month</i> <i>(Winter rates)</i>	<i>Number of</i> <i>consumers</i>
\$1.00	37	\$8.00	1
1.50	119	10.00	2
2.00	163	11.00	1
2.50	64	12.00	2
3.00	37	12.50	1
3.50	10	13.00	1
4.00	14	14.50	1
5.00	13	15.00	2
6.00	5	40.00	1
6.50	1	50.00	2
7.00	1	.....	.....

CARSON WATER COMPANY—Continued

During the summer months, commencing May 1st, there is an additional charge for irrigation from 50 cents to \$1.50 per month, depending on the amount of ground irrigated.

ELKO WATER CORPORATION

Service Connection Charges

Minimum charges.....	\$1.00
Not more than 30 feet.....	5.00
30 feet to 75 feet.....	10.00
More than 75 feet, per foot.....	.15
(Curb box extra)	

Monthly Rates

Barber shops, 1 or 2 chairs.....	2.50
Each additional chair.....	.50
Public bath.....	2.50
Beer pump.....	3.00
Blacksmith shop, 1 or 2 forges.....	2.50
Each additional forge.....	.50
Boarding house, not over 10 rooms.....	2.50
Each additional room.....	.10
Running water, each room.....	.25
Brick work, per 1,000 brick.....	.10
Butcher shop.....	2.50
Candy shop.....	2.50
Cemetery (meter rates), minimum charge.....	3.00
Church (meter rates for lawn).....	2.50
Club room.....	2.50
Concrete work, cubic yard.....	.10
Concrete sidewalk, square yard.....	.10
Circus (minimum charge).....	10.00
Drug store.....	2.50
Dwellings, one family, with one bath and closet.....	2.50
Each additional bath or closet.....	1.00
Each additional family.....	1.00
(All subject to meter rates.)	
Maximum allowance, 10,000 gallons.	
Extra charge as follows:	
All excess, per 1,000 gallons.....	.25
Private stable tap.....	1.00
Fire hydrant tap.....	2.50
Hotel with restaurant, up to 10 rooms.....	10.00
Each additional room.....	.10
Each room with water.....	.25
Flushing sewers (special).	
Ice cream parlor.....	2.50
Laundry.....	10.00
Steam laundry (minimum charge).....	10.00
Livery stable.....	5.00 to 10.00
Offices.....	1.00 to 2.50
Plastering, per square yard.....	.01
Photograph gallery.....	2.50
Printing office.....	2.50
Railway tanks (special rates).	
Restaurant.....	5.00
Schools, special rates (metered).	
Soda fountain.....	2.50
Soda factory (subject to meter).....	3.00
Private stable.....	2.50
Stone work, perch.....	.10
Store or shop.....	2.50
Bakery.....	2.50
Street sprinkling (special), meter rates.	
Sewer flushing (special), meter rates.	
All toilets, baths, and urinals in addition to above, each.....	1.00

ELKO WATER COMPANY—Continued

Meter Rates

1,000 to 5,000 gallons, per 1,000 gallons	.50
5,000 to 10,000 gallons, per 1,000 gallons	.40
10,000 to 50,000 gallons, per 1,000 gallons	.25
50,000 to 200,000 gallons, per 1,000 gallons	.20
Over 200,000 gallons	Special terms

ELY WATER COMPANY

WATER RATES PER MONTH

Water for 12 fire hydrants	Free
Water for additional fire hydrants, each	\$5.00
Residences, 1 to 5 rooms	1.50
Each additional room	.25
Water closet	.50
Bath tub	.50
Hotels, 1 to 10 rooms	3.50
Each additional room	.15
Each table less than 6 people	.75
Each table more than 6 people	1.00
Water closets every 15 rooms, each	1.50
Bath tub every 15 rooms, each	1.00
Livery stable, per stall	.50
Livery stable, per vehicle	.25
Saloon, each faucet over 1	1.00
Water closets, each	2.50
Urinals, each	2.00
Minimum charge, each	3.00
Restaurant, each table under 6 persons	.75
Each table over 6 persons	1.00
Minimum charge	3.50

METER RATES

Up to 25,000 gallons, per 1,000 gallons	.50
25,000 to 50,000 gallons, per 1,000 gallons	.40
50,000 to 150,000 gallons, per 1,000 gallons	.30
150,000 to 600,000 gallons, per 1,000 gallons	.25
More than 600,000 gallons, per 1,000 gallons	.20

If bill is \$10 or less consumer must pay \$1 per month meter rental

LAWN IRRIGATION

One lot, 25 by 100, per season	\$8.00
Adjacent additional lot or portion of lot owned by same person	5.00
Water for sprinkling streets, Courthouse, hospitals, City Hall and schoolhouses ..	Free
City of Ely	115.00
Troy Laundry	35.00
Ely Packing Company	35.00
Brewery	45.00
Ely Light and Power Company	300.00
Stephoe Hospital	6.00

GOLDFIELD CONSOLIDATED WATER COMPANY

WATER RATES PER MONTH

Up to 3,000 gallons, per gallon	\$0.0075
3,000 to 5,000 gallons, per gallon	.006
5,000 to 10,000 gallons, per gallon	.004
10,000 to 20,000 gallons, per gallon	.0035
20,000 to 50,000 gallons, per gallon	.003
Retail consumers, minimum charge	2.00

GOLDFIELD CONSOLIDATED WATER COMPANY—Continued

Discounts—If bills are paid by the 10th of the month on 3,000 gallons or less, 33½ per cent; (discount on 3,000 gallons or less, 20 per cent if bills are paid by the 10th; effective October 31, 1911); 3,000 to 5,000 gallons, 33½ per cent on 3,000 gallons, and 10 per cent on remainder; 5,000 to 10,000 gallons, 33½ per cent on the first 3,000 gallons, and 5 per cent on remainder.

Consumers using 50,000 gallons or more per month are classed as wholesale.

WHOLESALE RATES

50,000 to 75,000 gallons, per 1,000 gallons	\$3.00
75,000 to 150,000 gallons, per 1,000 gallons	2.50
150,000 to 300,000 gallons, per 1,000 gallons	2.00
300,000 to 450,000 gallons, per 1,000 gallons	1.50
Over 450,000 gallons, per 1,000 gallons	1.00

Discount, 10 per cent if paid by the 10th.

LAWN RATES

Per 1,000 gallons	\$4.00
-------------------	--------

Discount, 50 per cent if paid by the 10th.

RATES FOR CONSUMERS WITH SEWER CONNECTIONS

Residences, 1 to 3 rooms, per month	\$3.00
4 to 6 rooms, per month	4.00
7 to 9 rooms, per month	5.00
Bakeries, per month	5.00
Barber shops, per month	10.00
Billiard rooms, per month	5.00
Boarding houses, per month	10.00
Breweries, per month	15.00
Butcher shops, per month	5.00
Candy factories, per month	5.00
Cigar factories, per month	5.00
Club rooms, per month	5.00
Confectioners, per month	5.00
Saloons, per month	10.00
Halls, per month	5.00
Ice cream parlors, per month	5.00
Assay offices, per month	5.00
Livery stables, per month	10.00
Offices, per month	2.00
Photograph galleries, per month	5.00
Restaurants, per month	10.00
Soap factories, per month	10.00
Stores, per month	5.00
Laundries, per month	10.00
Hotels, 10 rooms and less, per month	10.00
All over 10 rooms, per room, per month	.25
Hospitals, per month	15.00
Office buildings, 20 rooms or less, per room, per month	1.00
More than 20 rooms, each, per room per month	.75

HAWTHORNE WATER WORKS

Rates	No. of consumers
\$0.50	1
1.00	7
1.50	4
2.00	4
3.00	39
4.00	3
5.00	5
6.00	3
8.00	1
9.00	1
10.00	1

INDIAN SPRINGS WATER COMPANY (RHYOLITE)

WATER RATES PER MONTH

First 1000 gallons.....	1	cent per gallon
Next 4000 gallons.....	$\frac{1}{2}$	cent per gallon
Over 5000 gallons.....	$\frac{1}{4}$	cent per gallon
Minimum charge.....		\$2.00
Special lawn rate (separate meter).....	$\frac{1}{4}$	cent per gallon
Minimum charge.....		\$7.50
Discount, 10 per cent if paid by 10th on all but minimum accounts.		

LAS VEGAS LAND AND WATER COMPANY

WATER RATES PER MONTH

Bakery.....	\$1.50
Bakery and confectionery combined.....	2.00
Barber shop, not exceeding two chairs.....	2.00
Barber shop, each additional chair.....	.50
Bath tubs, public, in hotels, boarding houses, public buildings, and blocks, barber shops, hospital, lodging or rooming houses, for first tub.....	1.00
For each additional tub.....	.75
Blacksmith shop, one forge.....	1.00
Blacksmith shop, each additional forge.....	.25
Book bindery, hand.....	1.50
Brick for building, per thousand.....	.10
Butcher shop.....	1.50
Church.....	Free
Cigar manufacturer.....	1.00
Club room.....	5.00
Concrete work, per cubic yard.....	.03
Confectionery store.....	1.00
Drug store.....	1.50
Dyeing and cleaning establishments.....	1.00
Hall, public, social or dancing.....	1.00
Horse, mule or cow, private, all stock kept where connections are made, per head.....	.15
House or private residence, occupied by one family, five rooms or less.....	1.00
Each additional room.....	.15
Bath tub, private residence, each.....	.25
Water closet, private residence, each.....	.25
Residence occupied by more than one family, for each extra family.....	1.00
For each residence where regular family rates are paid, where lots exceed 50 feet in frontage by 150 feet in depth, there shall be an additional charge of 1c per foot for sprinkling lawns, garden or yard.	
Ice cream saloon.....	2.00
Liquor store or saloon.....	3.00
Office, bank, express, railway, attorney, physician, mining company, and other offices.....	.50
Office buildings, not to exceed 10 rooms.....	1.50
Office buildings, each additional room.....	.10
Photograph gallery.....	2.00
Plastering, per square yard.....	1 cent
Printing office.....	1.00
Restaurant.....	2.50
Soda fountain in connection with store.....	1.00
Stone work, per perch.....	.10
Store or shop.....	1.00
Urinals, public, in hotels, saloons, boarding houses, public buildings, stores, barber shops, office buildings, hospitals, lodging houses, or other buildings, each.....	.50
Water closets, public, in hotels, saloons, boarding houses, public buildings, stores, barber shops, office buildings, hospitals, lodging houses, or other buildings, each.....	.50

MANHATTAN WATER COMPANY

WATER RATES PER MONTH

Up to 1,000 gallons, per gallon.....	7.50 mills
1,000 to 2,000 gallons, per gallon.....	6.75 mills
2,000 to 3,000 gallons, per gallon.....	6.00 mills
Over 3,000 gallons, per gallon.....	5.25 mills
Discount, 10 per cent if paid by the 15th.	
Minimum charge, business houses.....	\$3.00
Private residence.....	\$2.00 to 4.00

MASON WATER, LIGHT AND POWER COMPANY

WATER RATES PER MONTH

Residences.....	\$2.00
Residences, with bath.....	2.50
Saloons.....	5.00
Hotels.....	5.00
Boarding houses and restaurants.....	5.00
Livery stables.....	5.00

RENO POWER, LIGHT AND WATER COMPANY

WATER RATES PER MONTH

Lot, 50 by 140, base rate.....	\$2.00
Lot, 50 by 140, with sewer connections.....	2.50
Each additional lot or fraction.....	.50
Saloons.....	3.00 to 7.00
Stores.....	1.50 to 2.50
Restaurants.....	2.50 to 6.00
Hotels and lodging houses.....	3.00 to 40.00
Barber shops (each tub \$1).....	2.00 to 10.00
Livery stables.....	6.00 to 15.00
Patent water closets with other service.....	.50
Patent water closets without other service.....	1.00

WATER FOR SUMMER SEASON ONLY

Lot, 50 by 140.....	\$3.00
Each additional lot or fraction.....	1.00

IRRIGATION ON HIGHLAND DITCH

Per miner's inch per season of six months.....	6.00
--	------

RUBY HILL WATER WORKS

WATER RATES PER MONTH

3 mining companies.....	\$10.00 to \$40.00
Boarding houses, per boarder.....	1.00
Dwelling houses, per family.....	2.00
Dwelling houses, single men.....	1.00
Each horse or cow.....	1.50

TONOPAH SEWER AND DRAINAGE COMPANY

RATES PER MONTH

Residences	\$3.00
Bakery	5.00
Barber shop	10.00
Billiard room	5.00
Boarding house	10.00
Brewery	10.00
Butcher shop	5.00
Candy factory	5.00
Cigar factory	5.00
Club rooms	5.00
Confectionery	5.00
Saloons	10.00
Halls	5.00
Hotels	25.00
Ice cream parlors	5.00
Laboratory	5.00
Livery stables	10.00
Offices	2.00
Photograph galleries	5.00
Restaurants	10.00
Rooming houses, 1 to 10 rooms, per room	.75
Soap factory	10.00
Store	5.00
Schools and public buildings	Free
Discount, 10 per cent if paid in advance for one year. All bills payable monthly in advance.	
Discount, 25 per cent on residences if paid by the 15th.	

TONOPAH UNITED WATER COMPANY

WATER RATES PER MONTH

500 gallons.....	\$10.00 per 1,000 gals.	50,000 gallons.....	\$3.49 per 1,000 gals.
1,000 gallons.....	8.75 per 1,000 gals.	100,000 gallons.....	2.93 per 1,000 gals.
2,000 gallons.....	7.50 per 1,000 gals.	200,000 gallons.....	2.50 per 1,000 gals.
3,000 gallons.....	7.00 per 1,000 gals.	300,000 gallons.....	2.33 per 1,000 gals.
4,000 gallons.....	6.75 per 1,000 gals.	400,000 gallons.....	2.19 per 1,000 gals.
5,000 gallons.....	6.50 per 1,000 gals.	500,000 gallons.....	2.09 per 1,000 gals.
6,000 gallons.....	6.35 per 1,000 gals.	600,000 gallons.....	2.01 per 1,000 gals.
7,000 gallons.....	6.20 per 1,000 gals.	700,000 gallons.....	1.96 per 1,000 gals.
8,000 gallons.....	6.05 per 1,000 gals.	800,000 gallons.....	1.91 per 1,000 gals.
9,000 gallons.....	5.90 per 1,000 gals.	900,000 gallons.....	1.86 per 1,000 gals.
10,000 gallons.....	5.75 per 1,000 gals.	1,000,000 gallons.....	1.81 per 1,000 gals.
15,000 gallons.....	5.20 per 1,000 gals.	1,100,000 gallons.....	1.76 per 1,000 gals.
20,000 gallons.....	4.80 per 1,000 gals.	1,200,000 gallons.....	1.71 per 1,000 gals.
30,000 gallons.....	4.10 per 1,000 gals.	1,300,000 gallons.....	1.66 per 1,000 gals.
40,000 gallons.....	3.75 per 1,000 gals.	1,400,000 gallons.....	1.61 per 1,000 gals.
	1,500,000 gallons.....		\$1.56 per 1,000 gals.

Churches and schools free up to 500 gallons per month.

Garden rate during June, July and August, \$2.50 per 1,000 gallons.

Tonopah and Goldfield Railroad Company, nominally \$1.50 per 1,000 gallons, actually 75c per 1,000 gallons.

Town of Tonopah for 23 fire hydrants, \$175.

Town of Tonopah for street sprinkling, \$1.50 per 1,000 gallons.

Tonopah Volunteer Fire Department, \$2 per 1,000 gallons.

Miners' Union Hospital, \$1.50 per 1,000 gallons.

Nevada Gas Company, \$1.50 per 1,000 gallons.

TUSCARORA WATER COMPANY

WATER RATES PER MONTH

Each family, no service connection.....	\$1.50
Each family, with service connection.....	3.00
Business places.....	5.00

VIRGINIA AND GOLD HILL WATER COMPANY

WATER RATES PER MONTH

Family rate, in advance, per year.....	\$40.00
Family rate, in advance, half yearly.....	22.00
Family rate, in advance, monthly.....	4.00
Widows, monthly.....	2.00
Widows, yearly, in advance.....	20.00
For one person occupying house, monthly.....	1.00
Saloons, per week.....	2.00
Candy stores, per week.....	.50
Grocery stores, per week.....	1.00
Chinese laundries, per week.....	1.00
Clothing stores, per week.....	1.00
Stationery stores, per week.....	.50
Bakeries, per week.....	1.00
Restaurants, per week.....	\$2.00 and 2.50
Meat markets, per week.....	1.00
Barber shops, per week.....	1.00 and 1.50
Tailor shops, per week.....	.50
Dry goods stores, per week.....	1.00
Drug stores, per week.....	.50
Paint and hardware stores, per week.....	1.00
Dairies, per month.....	5.00 and 8.00
Lodging houses and hotels, per month.....	5.00 and 12.00
Livery stables, per month.....	7.50 to 20.00
Doctors' and dentists' offices per month.....	1.00
Undertakers' parlors, per month.....	1.00
Female boarding houses, per month.....	2.00 to 4.00
Trucking and draying, per horse per month.....	.50
Small water wheels for power purposes, per month.....	10.00
County Courthouse, per month.....	50.00
County Hospital, per month.....	30.00
City of Virginia, fire protection, per month.....	130.00
Town of Gold Hill, fire protection, per month.....	80.00
Town of Silver City, fire protection, per month.....	15.00
Virginia public schools, per month.....	35.00
Gold Hill public schools, per month.....	20.00
Board of Capitol Commissioners, per month.....	\$20 per miner's inch when used.
I. O. O. F. Building Association, per month.....	15.00
Pioneer Laundry, per month.....	16.00
Virginia City sprinkling cart, per month.....	20.00
Virginia and Truckee Railway Company, per month.....	150.00
Truckee River General Electric Company, per month.....	54.00
United Comstock Pumping Association for pumping purposes, per month, \$20 per miner's inch.	
Fire protection at hoisting works not being operated, per month.....	5.00 to 25.00
Fire protection and mining purposes at hoisting works in operation, per month.....	50.00 to 250.00
On ores assaying \$8 or less per ton, 10c per ton of ore milled.	
On ores assaying \$8 to \$15 per ton, 20c per ton of ore milled.	
On ores assaying \$15 to \$20 per ton, 25c per ton of ore milled.	
On ores assaying \$20 and over per ton, 30c per ton of ore milled.	
When used for power, 20c per ton additional.	
Per ton of tailings treated, 10c.	

VIRGINIA RANCH LAND AND CATTLE COMPANIES (GARDNEVILLE)

WATER RATES PER MONTH

Tapping main	\$5.00
Fire plugs	1.00
Hotels, first class	10.00
Hotels, second class	8.00
Hotels, third class	6.00
Boarding houses, without saloon	4.00
Saloons	3.00
Livery stables	12.00
Stores, etc.	3.00
Residences	3.00
Lawn sprinkling is prohibited.	

WINNEMUCCA WATER AND LIGHT COMPANY

WATER RATES PER MONTH

Dwellings	\$2.50
Dwellings with small yard	3.00
Dwellings with lawn or garden, or both	4.00

When water is scarce the company prohibits the use of water through open hose for sprinkling or for irrigation, and limits the hours of using the water by public notice.

GAS COMPANIES

CARSON CITY COAL GAS COMPANY

RATE SCHEDULE, EFFECTIVE NOVEMBER 1, 1911

Meter rates for lighting	\$3 per 1000 cu. ft.
Minimum monthly charge	1.00
Meter rates for domestic fuel	\$2.25 per 1000 cu. ft.
Minimum monthly charge	1.00
Meter rates, industrial and manufacturing purposes	\$2 per 1000 cu. ft.
Minimum monthly charge	2.00

NEVADA GAS COMPANY

RATE SCHEDULE

\$3.50 per cu. ft. Minimum charge, \$1.
 Installation furnished at cost.
 \$10 deposit required from renters.

RENO POWER, LIGHT AND WATER COMPANY

GAS RATE SCHEDULE, EFFECTIVE NOVEMBER 1, 1911—SUPERSEDES RATES FILED JUNE 1, 1911

All purposes except those specified under industrial and manufacturing:	
First 10,000 cubic feet	\$2.00 per 1,000
Next 5,000 cubic feet	1.50 per 1,000
Excess over 1,500 cubic feet	1.25 per 1,000
Minimum monthly charge	\$1.00

Discounts—12½ per cent on \$2 rate only if paid on or before 10th of month following that for which bill is rendered.

RENO POWER, LIGHT AND WATER COMPANY—*Continued*

For industrial and manufacturing purposes and for hotels, restaurants, barber shops, hospitals and educational institutions:

Guaranteed minimum monthly bill

\$8.00	\$1.60 per 1,000 cubic feet
13.50	1.35 per 1,000 cubic feet
27.50	1.10 per 1,000 cubic feet

Discounts—10c per 1,000 cubic feet if paid at office on or before 10th day of month following that for which bill is rendered.

WATER AND GAS CONTRACTS

Virginia and Gold Hill Water Company with State of Nevada. Rate per month—\$20 per inch. Customers to lay pipes at own expense.

Virginia and Gold Hill Water Company with Comstock Pumping Association. Rate per month—\$20 per inch. Minimum use, 100 miners' inches per minute.

Virginia and Gold Hill Water Company with Yellow Jacket Gold and Silver Mining Company. Rate per month—For milling, 10c per ton of ore milled assaying \$8 or less per ton; 20c per ton for \$8 to \$15 ores; 25c per ton for \$15 to \$20 ores; 30c per ton for over \$20 ores. For cyaniding, 10c per ton additional. Customer to construct pipe line from water company flume to its mill. Quantity supplied not to exceed 20 miners' inches. Minimum charge \$100 per month. Water to become property of water company after being used by customer.

Nevada Gas Company (Tonopah) with Town of Tonopah. Rate per month—50 lamps of 80 cp each at \$3 per lamp. All lamps to be lighted, extinguished and maintained by gas company.

Reno Power, Light and Water Company with Overland Hotel, Reno. Rate per month—\$1.50 per 1,000 cubic feet.

Reno Power, Light and Water Company with J. N. Evans. Rate per month—Water at \$2 per miner's inch per season, April 15th to October 1st, yearly. Quantity to be 200 miners' inches.

Tonopah United Water Company with Tonopah Midway Mining Company. Rate per month—\$1.50 per 1,000 gallons.

Tonopah United Water Company with Tonopah Mining Company of Nevada. Rate per month—\$1 per 1,000 gallons for milling, \$1.50 per 1,000 gallons for mining.

Tonopah United Water Company with Tonopah Extension Mining Company. Rate per month—\$1 per 1,000 gallons for milling, \$1.50 per 1,000 gallons for mining.

Tonopah United Water Company with Montana Tonopah Mining Company. Rate per month—75 cents per 1,000 gallons for milling, \$1.50 per 1,000 gallons for mining.

RULES AND REGULATIONS FOR GAS AND ELECTRIC SERVICE IN THE STATE OF NEVADA

RULE 1

A meter may be considered as correct, if, when passing gas at the rate of six cubic feet per hour per light capacity, it shows, in comparison with a standard gas-prover, an error which is not greater than 2 per cent.

RULE 2

No gas company shall allow a gas meter to remain in service for a period longer than three years without checking it for accuracy and readjusting it if found to be inaccurate.

RULE 3

Each company shall keep a record of all tests made on meters both before installation and while in service.

RULE 4

Each gas company shall provide itself with equipment necessary for testing meters, such equipment to consist of a standard meter prover with suitable accessories.

RULE 5

Each gas company shall make a test of the accuracy of a meter upon request of a consumer, provided such consumer does not make a request for tests more frequently than once in six months. A report giving the results of such tests shall be made to the consumer, and a complete record of such tests shall be forwarded to the Public Service Commission.

RULE 6

Upon formal application of any consumer to the Public Service Commission a test shall be made upon the consumer's meter by an inspector employed by the commission, such test to be made as soon as practicable after receipt of the application. For such a test a fee of one dollar and fifty cents (\$1.50) shall be paid by the consumer making the application for the test if the meter is found to be slow or correct within the allowable limits, and by the company owning the meter if the meter is found to be fast beyond the allowable limit.

RULE 7

Meter dials shall read directly in cubic feet of gas, and bills rendered periodically by the company shall designate the readings of the meter at the beginning and end of the time for which the bill is rendered, and give the dates at which the readings were taken.

RULE 8

The company furnishing gas, which, within a one-mile radius from the distribution center, gives a monthly average total heating value of not less than 550 B.T.U., with a minimum which shall never fall below 500 B.T.U., may be considered as giving adequate service as far as the heating value of the gas is concerned.

RULE 9

Each gas company, whose output exceeds five million cubic feet a year, shall equip itself with a standard calorimeter outfit, with which periodic tests upon the gas shall be made. A record of these tests shall be kept open for public inspection.

RULE 10

Gas pressure, as measured at meter inlets, shall never be less than $1\frac{1}{2}$ inches nor more than 6 inches of water pressure; and the daily variation of pressure at the inlet of any one meter on the system shall never be greater than 100 per cent of the minimum pressure.

RULE 11

Each company shall make frequent measurements of the pressure and pressure variations, and these shall be kept on record and open for public inspection.

RULE 12

In no case shall the gas contain more than thirty grains of total sulphur per 100 cubic feet, and not more than a trace of sulphur as sulphuretted hydrogen.

RULE 13

Each company shall keep a record of complaints which shall include the name and address of the consumer, the date, the nature of the complaint, and the remedy. A classified summary of these records shall be submitted to the commission on or before the 30th day of each month for the preceding month.

RULE 14

No electric meter which registers upon "no-load" shall be placed in service nor allowed to remain in service.

RULE 15

No electric meter shall be placed in service nor allowed to remain in service which has an error of registration in excess of 2 per cent on normal operating load or 3 per cent on a load of one-tenth the rated capacity of the meter.

RULE 16

Each electric service meter shall be tested and adjusted for accuracy at the time of its installation.

RULE 17

Each electric service meter shall be tested at least once a year; the test to be made by comparing the meter while connected in its place of service with suitable standards, on normal operating load, and on 10 per cent of its rated capacity.

RULE 18

A complete record shall be kept of all tests made on electric meters.

RULE 19

Each company supplying electric energy shall provide itself with suitable equipment for the testing of meters, and shall employ such methods as are approved by the Public Service Commission.

RULE 20A (Canceling Rule 20)

Each company supplying electrical energy shall make a test of the accuracy of a meter upon request of a consumer, provided such con-

sumer does not make request for tests more frequently than once in six months. Such test shall be made in the presence of consumer, with meter connected in its place of service, and such meter shall not be uncovered for adjustment until settlement of complaint is made. A report giving the results of such tests shall be made to the consumer, and a complete record of the same shall be forwarded to the Public Service Commission.

RULE 21

Upon formal application of any consumer to the Public Service Commission, a test shall be made upon the consumer's meter by an inspector employed by the commission, such test to be made as soon as practicable after the receipt of the application. For such a test a fee of one and one-half dollars (\$1.50) shall be paid by the consumer making application for the test if the meter is found to be slow or correct within the allowable limit, and by the company owning the meter if the meter is found to be fast beyond the allowable limit.

RULE 22

Each company supplying electrical energy shall maintain a record of all interruptions of service upon the entire system or major division of its system, and include in such record, time, duration, and cause of each interruption.

RULE 23

Each company supplying electrical energy on constant potential systems shall adopt and maintain a standard average voltage as measured at any consumer's cut-out, which shall remain constant from day to day, and vary during any one day by an amount not more than 6 per cent of the minimum value.

RULE 24

Each company supplying electrical energy for incandescent illumination shall, upon request, specifically inform its consumers as to the conditions under which efficient and economical illuminating service may be secured from its system.

RULE 25

Bills shall be rendered monthly by the electric company and shall designate the readings of the meter at the beginning and end of the time for which the bill is rendered, the amount used during the month, and the dates at which readings were taken.

RULE 26

Gas and electric companies shall furnish printed instructions as to the method of reading meters, and post copies of the same in a conspicuous place near the meter. They shall also have their meter readers instruct all customers in the correct method of reading their meters, and shall have their meter readers present to customers at the time meter is read a duplicate record of his reading, which shall give the present reading, the previous reading, the consumption for the month just passed, the consumption for the previous month, and the dates of the readings.

[Rules 1 to 24 inclusive, were adopted June 3, 1911, and went into effect September 3, 1911. Rules 20A, 25 and 26 were adopted September 12, 1911, and went into effect October 15, 1911.]

SAFETY REGULATIONS FOR ELECTRIC UTILITIES

[Adopted December 2, 1911]

The following regulations are issued for electric utilities in this state, for the purpose of protecting the lives of employees and securing greater safety for the public:

GENERAL RULES

1. All generators and motors operating at a potential above 500 volts shall have their base frames permanently and effectively grounded and be provided with name-plates giving their normal voltage and speed.
2. All switchboards controlling lines operating at a potential above 500 volts shall have suitable insulating platforms or rubber mats placed in front of them, and extending the whole length of the board.
3. The casings of all power and lighting transformers within power stations and substations shall be permanently and effectively grounded.
4. Transformer secondaries of distributing systems for lighting service shall be grounded in such a manner as to prevent a fatal accident in case the primary and secondary come in contact with each other.
5. Foremen shall be instructed to see that safety belts are used by all linemen when they are working on poles or other structures.
6. No employee in any department shall be allowed to go on shift if he reports for duty in such physical or mental condition that his personal safety or the safety of others may be endangered by assuming his duties in such condition.
7. No employee in any department shall be allowed to work under such conditions that his personal safety or the safety of others may be endangered, due to his incompetence or inexperience.

HIGH-TENSION SYSTEMS

8. All electric utilities operating systems at pressures above 5,000 volts shall prepare regulations for the protection of their employees, such regulations to be printed and issued to each employee.
9. The printed regulations shall show plainly the organization of the company so that each employee may know what are his own duties and responsibilities and the duties and responsibilities of each official of the company.
10. "Resuscitation from Electric Shock" rules shall be posted, and boxes with first-aid medical supplies shall be maintained in all company power houses, substations, and patrol houses.
11. All employees shall be instructed in the treatment for electric shock.

HIGH-TENSION POWER STATIONS

12. No work shall be done on apparatus or structures where the workman's person is necessarily nearer to any part unprotected under

voltage than the distances specified below, and for intermediate voltages proportional distances:

On 100,000-volt lines or apparatus.....	6 feet
On 60,000-volt lines or apparatus.....	4 feet
On 20,000-volt lines or apparatus.....	3 feet
On 5,000-volt lines or apparatus.....	2 feet

13. No visitors shall be allowed in a high-tension power station or substation unattended. They must be conducted by a station attendant or other employee.

14. All lines or apparatus shall be grounded and short-circuited after being disconnected from the source of voltage, before work may be done on such parts, or at a distance from them less than that specified in 12.

HIGH-TENSION STATION OPERATORS

15. Station and substation operators shall keep a log-book or report, showing when lines entering or leaving their respective stations are cut in or cut out, and as far as possible the reason such cut-in or cut-out occurred.

16. The retiring operator shall call the attention of the relieving operator to any unusual conditions of the station. Upon taking charge the relieving operator shall make an inspection of the station apparatus and then sign the log-book or report in acknowledgment of his being familiar with the conditions at the station.

17. When any line is cut out at the station in order to permit work being done on it, the operator shall place on the switch which controls said line the sign "Men on Line," and shall put a note on the sign stating by whose orders the line was killed and by whose orders the line shall again be put into service. This record shall also be shown on the station log-book or report.

18. In every case where an order is received by telephone or verbally it must be repeated back to the person giving the same and the repetition acknowledged by the person giving the order before permitting men to work on a line.

HIGH-TENSION LINE OPERATION

19. The operation of all high-tension lines shall be in charge of a chief operator or district foreman who shall issue orders for the operation of all disconnecting and oil switches, fuses at branch-line taps, killing lines for repair or other work on lines and in substations.

20. Blocking devices shall be used to prevent the closing of disconnecting switches and circuit breakers, and plainly printed signs "Men on Line" shall be hung on controlling switch in all cases where men are working on high-tension lines.

21. All lines and apparatus shall be considered as under voltage at all times, and no work shall be done except in accordance with the following rules:

First—The man in charge of the work shall ask for the line or apparatus in person or by telephone to the station or stations controlling the line, stating the nature of the work to be done.

Second—After the station operator has the section of line or apparatus killed and protected by open disconnecting switches, he shall record the name of the man who has called for the line on the log-sheet or report.

Third—The operator shall then tell the man in charge of the work that the line is dead, and that it will be kept dead until he reports either in person or by telephone that he is clear.

Fourth—When the work has been completed the man who called for the line shall report clear to the station or stations at which he was marked up, either by telephone or in person. The operator shall then mark the time of clearing on the log-sheet or report.

22. Line-disconnecting switches must always be regarded as being under voltage and handled accordingly.

HIGH-TENSION LINE REPAIRS AND MAINTENANCE

23. No foreman, patrolman, lineman or other person shall be permitted to do any work on a high-tension line without first receiving a statement from the chief operator that the line is dead and grounded and will be kept so until clearance is received.

24. Having received assurance that the line is dead is not sufficient protection, and the workman shall be cautioned to do no work until he tests with grounded wire the line to be worked on.

The method of grounding the line at stations shall be as follows:

Cables of sufficient length and with a carrying capacity equal to the line shall be provided. Carefully ground one end of the cable, then attach the grounded wire to the conductor to be grounded in such a manner as to make good contact and a good ground.

Ground each conductor separately in the same manner, and if the line can be made alive at more than one point, or where other high-tension lines closely parallel or cross the line to be worked on, then both ends of the line must be grounded. When the work is finished, first detach the ground cables from the lines before disconnecting from the ground.

25. High-tension lines should not approach other pole lines which parallel them nearer than a distance equal to the height of the taller pole line. High-tension lines should not be on the same pole with other wires (except signal or telephone wires used by the company operating the high-tension system).

26. High-tension lines must not be carried so near buildings as to interfere with or endanger the lives of firemen when in the performance of their duties.

27. Trees should not be permitted to stand within striking distance of high-tension lines should they fall toward the line.

TELEPHONE LINES

28. Branch lines may be run to residences, offices or other buildings from a private telephone line which is on the same poles with a high-tension system, but in all such cases such branch lines must be protected by fuses and ground protectors. Such branch lines, however, shall not be permanently connected to the main telephone line, but connection must be made to same by attendant at substation or power station when required and always disconnected when not in use.

29. Insulated platforms should be placed beneath all such telephones in offices, residences, substations, and power stations to protect the users of same.

30. No telephone wires shall be strung on high-tension pole lines while the high-tension lines are under voltage.

HIGH-TENSION LINE CROSSINGS

31. In all cases where high-tension lines cross other lines, some method of protecting the low-tension lines must be adopted. One of the methods suggested in the "National Electric Code" for 1911, Rule 13, or some other method equally as good, will be accepted.

32. When 1,000 to 5,000-volt feeder lines are carried on the same poles with low-tension distributing lines, service wires and telephone wires, the former shall be placed at least three feet above the other lines.

THE RAILROAD COMMISSION LAW

An act to regulate railroads, telegraph and telephone companies and other common carriers in this State, creating a Railroad Commission, constituting the Governor, the Lieutenant-Governor, and the Attorney-General a Railroad Board for the appointment and the removal of the Railroad Commissioners, prevent the imposition of unreasonable rates, prevent unjust discrimination, insure an adequate railway service, and fixing maximum freight charges.

[Approved March 5, 1907, and amended March 20, 1909, and March 27, 1911]

Railroad Commission Created—Railroad Board—Terms of Office.

SECTION 1. A railroad commission is hereby created, to be composed of three commissioners. The governor, the lieutenant-governor, and the attorney-general shall constitute a railroad board for the purpose of appointing such commissioners. A majority of the members of said railroad board may perform all the duties required of such board. Within thirty days after the passage of this act the railroad board shall appoint such commissioners and designate the term of each, and they shall hold until their successors are appointed. The term of one such appointee shall terminate on the first Monday in February, 1909; the term of the second such appointee shall terminate on the first Monday in February, 1910; and the term of the third such appointee shall terminate on the first Monday in February, 1911. On the second Monday in January, 1909, and annually thereafter, there shall be appointed, in the same manner, one commissioner for the term of three years from the first Monday in February of such year. Each commissioner so appointed shall hold office until his successor is appointed and qualified. Any vacancy shall be filled by appointment by the railroad board.

Qualifications.

(a) One commissioner, who shall be designated as chief commissioner and shall be chairman of the commission, shall be an attorney at law, and well versed in the law of railroad regulation; one to be designated as first associate commissioner shall be a practical railroad man familiar with the operation of railroads generally; the third, to be designated as the second associate commissioner, shall be a business man having a general knowledge of fares and freights, tolls and charges, as levied by the railroads, and all common carriers included within the term "railroad" as defined in this act. Each commissioner, as herein designated, shall have an equal voice and vote upon all questions whereon the commission is required to or may act as a body. A majority of said commission shall have full power to act in all matters within its jurisdiction, and in the event of two of the commissioners being disabled or disqualified from acting, or in the event of there being two vacancies at the same time in the commission, the remaining commissioner shall have power to do all the acts and things which a majority of the com-

mission might do, and his official acts shall stand as the acts of the commission. At no time shall more than two of said commissioners be members of the same political party.

May Be Removed by Railroad Board.

(b) The railroad board may at any time remove any commissioner for any inefficiency, neglect of duty, or malfeasance in office. Before such removal it shall give such commissioner a copy of the charges made against him and shall fix a time when he can be heard in his own defense, which shall not be less than ten days thereafter, and said hearing shall be open to the public. If he shall be removed the railroad board shall file in the office of the secretary of state a complete statement of all charges made against such commissioner and findings thereon, with the record of the proceedings.

Commissioners Must Have No Pecuniary Railroad Interests.

(c) No person so appointed shall be pecuniarily interested in any railroad in this state or elsewhere, and if any such commissioner shall voluntarily become so interested, his office shall *ipso facto* become vacant; and if he shall become so interested otherwise than voluntarily, he shall, within a reasonable time, divest himself of such interest, and failing to do so his office shall become vacant and the railroad board shall proceed as provided for in section 1, subdivision b, of this act.

Must Investigate All Complaints.

(d) Whenever a complaint is made to the commission of a violation of any of the provisions of this act, or of any order of the commission, it shall, within four months, commence investigation of said charge, and shall determine the same within six months, unless the person preferring said charges shall agree in writing to a longer time. A failure to comply with this provision shall *ipso facto* render the office of each of the commissioners vacant, and the railroad board shall appoint new commissioners as provided for by this act.

Chief and First Associate Commissioners Shall Devote Entire Time.

(e) Neither the chief commissioner nor the first associate commissioner shall hold any other office or position of profit, or pursue any other regular business or vocation. These limitations and restrictions shall not apply to the second associate commissioner, but none of the commissioners shall be a member of any political convention, or a member of any committee of any political party.

Each Commissioner Shall Take Oath.

(f) Before entering upon the duties of his office, each of said commissioners shall take and subscribe the constitutional oath of office, and shall in addition thereto swear (or affirm) that he is not pecuniarily interested in any railroad in this state or elsewhere, or common carrier, which oath or affirmation shall be filed in the office of the secretary of state.

Salaries.

(g) The chief commissioner shall receive a salary of \$5,000 per annum, the first associate commissioner shall receive a salary of \$4,000 per annum, and the second associate commissioner shall receive a salary of \$2,500 per annum, all payable in the same manner as the salaries of other state officers are paid.

Secretary.

(h) Said commission may appoint a secretary, who shall be an expert rate man, at a salary of not more than \$2,400 per annum, and may employ such other clerks and experts as may be necessary to perform any service it may require of them, and shall fix their compensation.

Oath of Secretary.

(i) The secretary shall take and subscribe to an oath similar to that of the commissioners, and shall keep full and correct records of all transactions and proceedings of the commission, and shall perform such other duties as may be required by the commission. Any person ineligible to the office of commissioner shall be ineligible to the office of secretary.

"Railroad Commission of Nevada"—Seal.

(j) The commission shall be known collectively as the "Railroad Commission of Nevada," and in that name may sue and be sued. It shall have a seal with the words "Railroad Commission of Nevada," and such other design as the commission may prescribe engraved thereon, by which it shall authenticate its proceedings, and of which the courts shall take judicial notice.

Office at Capitol—Expenses.

(k) The commission shall keep its office at Carson City, and shall be provided by the board of capitol commissioners with suitable room or rooms, necessary office furniture, supplies, stationery, books, periodicals, maps, and all necessary expenses shall be audited and paid as other state expenses are audited and paid. The commission may hold sessions at any place other than its office, when the convenience of the parties so requires. The commissioners and secretary and such other clerks and experts as may be employed shall be entitled to receive from the state their necessary expenses while traveling on the business of the commission, including the cost of lodging and subsistence. Such expenditures shall be sworn to by the person who incurred the expense, and be approved by the chairman of the commission.

Rules.

(l) The commission shall have the power to adopt and publish rules to govern its proceedings, and to regulate the mode and manner of all investigations and hearings of railroads and other parties before it, and all hearings shall be open to the public.

Railroad Matters.

(m) The commission may confer by correspondence, or by attending conventions, or otherwise, with the railroad commissioners of other states, and with the Interstate Commerce Commission on any matters relating to railroads. All necessary expenses incurred in attending such conventions shall be a charge against the state, and be audited and paid as other state claims are paid; *provided*, that all such claims shall be sworn to by the commissioner incurring the expense, and be approved by the chairman.

Organization.

(n) Nothing herein contained shall be so construed as to affect the date of the beginning or ending of the term of any commissioner now in office, or to change the dates of future appointments from those now

prescribed by law, but from and after the passage of this amendatory act the commissioner now designated as the one who shall not hold any other office or position of profit, or pursue any other business or vocation, or serve on or under any committee of any party, but shall devote his entire time to the duties of his office, shall be officially designated "Chief Commissioner," and be paid the salary herein prescribed, and the commissioner whose term began on the first Monday in February, 1911, shall be officially designated "First Associate Commissioner," and the salary paid him as herein prescribed. The salaries herein provided for shall be deemed and considered full compensation for all services rendered by the members of the commission, whether as railroad commissioners or in any other official or ex officio capacity. *As amended March 20, 1909, and March 27, 1911.*

"Railroad" Defined.

SEC. 2. The term "railroad," as used herein, shall mean and embrace all corporations, companies, individuals, associations of individuals, their lessees, trustees or receivers (appointed by any court whatsoever) that now, or may hereafter, own, operate, manage, or control any railroad or part of a railroad as a common carrier in this state, or cars, or other equipment used thereon, or bridges, terminals, or sidetracks, or any docks or wharves or storage elevators used in connection therewith, whether owned by such railroads or otherwise. The term "railroad," whenever used herein, shall mean and embrace express companies, telegraph and telephone companies, and all companies which may own cars of any kind or character, used and operated as a part of railroad trains, in or through this state, and all duties required of and penalties imposed upon any railroad or any officer or agent thereof shall, in so far as the same are applicable, be required of and imposed upon express companies, telegraph and telephone companies, and companies which may own cars of any kind or character, used and operated as a part of railroad trains in or through this state, and their officers and agents, and the commission shall have the power of supervision and control of all such companies to the same extent as of railroads.

Provisions of Act Shall Apply.

(a) The provisions of this act shall apply to the transportation of passengers and property and the transmission of messages between points within the state, and to the receiving, switching, delivering, storing and hauling of such property, and receiving and delivering messages, and to all charges connected therewith, including icing charges and mileage charges, and shall apply to all railroads, corporations, express companies, car companies, freight and freight line companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers, upon or over any line of railroad within this state, and to any common carrier engaged in the transportation of passengers and property, wholly by rail, or partly by rail and partly by water. *As amended March 20, 1909.*

Reasonable Charges by Railroads Required.

SEC. 3. Every railroad is hereby required to furnish reasonably adequate service and facilities, and the charges made for any service rendered or to be rendered in the transportation of passengers or property or for any service in connection therewith, or for the receiving, switching, delivering, storing or handling of such property, shall be

reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

Railroads Must Print and Post Schedules of Fares and Freight.

SEC. 4. Every railroad shall print in plain type, and file with the commission within a time fixed by the commission, schedules which shall be open to public inspection, showing all rates, fares and charges for the transportation of passengers and property, and any service in connection therewith, which it has established and which are in force at the time between all points in this state upon its line, or any line controlled or operated by it, and the rates, fares and charges shown on such schedules as are in effect at the date this act takes effect. The schedule printed as aforesaid shall plainly state the charges upon its line or any line controlled or operated by it in this state between which passengers and property will be carried, and there shall be filed therewith the classifications of freight in force. Every railroad shall publish with and as a part of such schedules all rules and regulations that in any manner affect the rates charged or to be charged for the transportation of passengers or property, also its charges for delay in unloading or loading cars, for track and car service, or rental, and for demurrage, switching, terminal or transfer service, or for rendering any other service in connection with the transportation of persons or property. Two copies of said schedules for the use of the public shall be filed and kept on file in every depot, station and office of such railroad where passengers or freight are received for transportation in such form and place as to be accessible to the public and where they can be conveniently inspected. When passengers or property are transported over connecting lines in this state operated by more than one railroad, and the several railroads operating such lines establish joint rates, fares and charges, a schedule of joint rates shall also in like manner be printed and filed with the commission, and in every depot, station and office of such railroads where such passengers or property are received for transportation.

No Change in Schedule Except on Notice of 30 Days—Proviso for Reduction.

(a) No change shall thereafter be made in any schedule, including schedule of joint rates, or in any classification, except upon thirty days' notice to the commission, and all such changes shall be plainly indicated upon existing schedules, or by filing new schedules in lieu thereof thirty days prior to the time the same are to take effect; *provided*, that the commission, upon application of any railroad, may prescribe a less time within which a reduction may be made. Copies of all new schedules shall be filed as hereinbefore provided in every depot, station and office of such railroad ten days prior to the time the same are to take effect, unless the commission shall prescribe a less time.

Notice of Change Shall Be Posted.

(b) Whenever a change is made in any existing schedule, including schedule of joint rates, a notice shall be posted by the railroad in a conspicuous place in every depot, station and office, stating that changes have been made in the schedule on file, specifying the class or commodity affected and the date when the same will take effect.

Schedule Must Be Adhered To.

(c) It shall be unlawful for any railroads to charge, demand, collect or receive a greater or less compensation for the transportation of pas-

sengers, property, or for any service in connection therewith, than is specified in such printed schedule, including schedules of joint rates, as may at the time be in force, and the rates, fares and charges named therein shall be the lawful rates, fares, and charges until the same are changed as herein provided.

Commission May Prescribe Changes in Schedule.

(d) The commission may prescribe such changes in the form in which the schedules are issued by the railroad as may be found expedient, and such schedules shall, as far as practicable, conform to the forms prescribed by the Interstate Commerce Commission.

Joint Rates—Proviso.

SEC. 5. Whenever passengers or property are transported over two or more connecting lines of railroads between points in this state, and the railroad companies have made joint rates for the transportation of the same, such rates and all charges in connection therewith shall be just and reasonable, and every unjust and unreasonable charge is prohibited and declared to be unlawful; *provided*, that a less charge by each of said railroads for its proportion of said joint rates than is made locally between the same points on their respective lines shall not for that reason be construed as a violation of the provisions of this act, nor render such railroads liable to any of the penalties hereof.

Rates Must Be Uniform.

SEC. 6. Nothing in this act shall be construed to prevent concentration, commodity, transit and other special contract rates, but all such rates shall be open to all shippers of a like kind of traffic under similar circumstances and conditions, and shall be subject to the provisions of this act as to the printing and filing of the same; *provided*, all such rates shall be under the supervision and regulation of the commission.

Commission Shall Fix Just and Reasonable Rates for All Railroad, Express, Telegraph, and Telephone Service.

SEC. 7. The commission shall have full power to prescribe just and reasonable railroad classifications of freight; and to fix just and reasonable charges for the transportation of all intrastate freight and intrastate passengers, for sleeping-car accommodations, for goods, merchandise, and all matter of every kind carried by express companies within this state, for the transmission of messages by telegraph companies, and for the use of telephone lines within the state. The commission shall also have power to make just and reasonable regulations for the apportionment of all such charges between two or more companies jointly engaged in the transportation of freight, passengers, express matter, telegraph or telephone messages.

May Investigate Physical Condition of All Railroad Appliances.

The commission shall also have full power to investigate the physical condition of all railroad property, and, in the interest of safety or service, shall have power to determine and order repairs, reinforcements or reconstruction of property, including buildings, tracks, and equipment; also the power to determine and order the use of safety appliances in the interest of employees and the traveling public, such as crossing-gates, flagmen, bells, devices, etc., interlocking plants at railway crossings and all other modern safety devices. The commission shall have full power to determine and order the manner in which any

railroad, street railway, steam or electric railway, or other common carrier, may cross another railroad, street railway, whatever the motive power, at grade, or above or below grade, and shall prescribe the safety appliances and regulations that should be adopted at such crossings or at existing grade crossings of railroads, steam, electric, or other motive power railways for the protection of the public and the prevention of accidents. The commission shall have the power, whenever, in its judgment, it shall appear wise and proper to do so, to authorize and direct reasonable changes in train schedules and train service.

May Order Transfer Tracks.

The commission shall have power to determine and order the construction of connecting or transfer tracks between two or more lines of railway, which may now or hereafter enter or pass through any town or city in this state. The expenses of said construction of such tracks to be divided between and paid by the corporations operating said railways.

Railroads Must Transfer Cars.

It shall be the duty of all railroad corporations whose tracks shall be so connected reciprocally to transfer cars from one railroad to the other upon demand of shippers or the railroad concerned, and for which transfer service reasonable charges may be made.

Short Haul and Long Haul.

Nothing in this act shall be construed so as to allow any railroad to charge more for a shorter than for a longer haul, either for passengers or freight, when the shorter haul is included within the longer or to authorize the commission to allow such charge to be made. *As amended March 20, 1909.*

Government Freight May Go Free—Passes, Etc., to Certain Persons.

SEC. 8. Nothing herein shall prevent the carriage, storage, or handling of freight free or at reduced rates for the United States, the state or any political subdivision thereof, or any municipality thereof, or for charitable purposes, or to and from fairs and expositions for exhibition thereat, or household goods and supplies, the property of employees, or the issuance of mileage, commutation, or excursion passengers' tickets; *provided*, that the same shall be obtainable by any persons applying therefor, without discrimination, or of party tickets; *provided*, that the same shall be obtainable by any person applying therefor under like circumstances and conditions. This act shall not be construed as preventing railroads from giving free transportation or reduced rates therefor to any minister of the gospel, constable in any county of the state, officer or agent of incorporated colleges, college professors, school teachers, students attending institutions of learning, regular agents of charitable societies when traveling upon the business of the society only, destitute or homeless persons, railroad officers, attorneys, directors, employees or members of their families, or bona fide ex-railroad employees of any steam or electric railroad in search of employment, or to prevent the exchange of passes with officers, attorneys, or employees of other railroads and members of their families.

Attendants for Live Stock.

(a) Upon any shipment of live stock or other property of such nature as to require the care of an attendant, the railroad may furnish to the

shipper, or some person or persons designated by him, free transportation for such attendant, including return passage to the point at which the shipment originated; *provided*, that there shall be no discrimination in reference thereto between such shippers, and the commission shall have power to prescribe regulations in relation thereto. *As amended March 20, 1909, and March 27, 1911.*

Depots Must Be Maintained in Good Condition.

SEC. 9. It shall be the duty of every railroad to provide and maintain adequate depots and depot buildings at its regular stations and establish new stations wherever required, for the accommodation of passengers; and said depot building shall be kept clean, well lighted and warm for the comfort and accommodation of the traveling public. All railroads shall keep and maintain adequate and suitable freight depots, wherever needed, buildings, switches and sidetracks for the receiving, handling and delivering of freight transported or to be transported by such railroad; *provided*, that this shall not be construed as repealing any existing law on the subject; *provided further*, that to remove all doubts which have arisen upon the subject, the commission is specifically invested with full power to enforce the provisions of this section and of this entire act. *As amended March 20, 1909.*

Railroads Shall Furnish Cars for Shippers—Live Stock, Etc., Preferred.

SEC. 10. Every railroad shall, when within its power to do so, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight in carload lots. In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to their respective immediate requirements without discrimination between shippers or competitive or noncompetitive places; *provided*, preference may be given to shipments of live stock and perishable property.

Commission May Enforce Reasonable Regulations.

(a) The commission shall have the power to enforce reasonable regulations for furnishing cars to shippers, and switching the same, and for the loading and unloading thereof, and the weighing of the cars and freight offered for shipment over any line of railroad.

Proper Facilities for Interchange of Traffic.

SEC. 11. All railroad companies as between themselves, and all inter-urban and electric railroads as between themselves and each other, shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines for forwarding and delivering passengers and property, and shall transfer and deliver without unreasonable delay or discrimination any freight or cars, loaded or empty, or any passengers destined to any point on its own or any connecting lines; *provided*, that precedence over other freight may be given to live stock and perishable freight.

Commission Shall Have Control of Private Tracks.

(a) The commission shall have control over private tracks in so far as the same are used by common carriers, in connection with any railroad for the transportation of freight, in all respects the same as though such tracks were a part of the track of said railroad.

Commission Must Investigate All Complaints — Notice to Railroads and Complainants.

SEC. 12. Upon complaint of any person, firm, corporation or association, or of any mercantile, agricultural or manufacturing society, or of any body politic or municipal organization, that any of the rates, charges or classifications, or any joint rate or rates are in any respect unreasonable or unjustly discriminatory, or that any regulation or practice whatsoever affecting the transportation of persons or property, or any service in connection therewith, are in any respect unreasonable or unjustly discriminatory, or that any service is inadequate, the commission may notify the railroad complained of that complaint has been made, and ten days after such notice has been given the commission may proceed to investigate the same as hereinafter provided, but before proceeding to make such investigation the commission shall give the railroads and the complainants ten days' notice of the time and place when and where such matters will be considered and determined, and said parties shall be entitled to be heard and shall have process to enforce the attendance of witnesses. If upon such investigation the rate or rates, or any regulation, practice or service complained of shall be found to be unreasonable or unjustly discriminatory, or the service shall be found to be inadequate, the commission shall have power to fix and order substituted therefor such rate or rates, fares, charges or classifications, as it shall have determined to be just and reasonable and which shall be charged, imposed and followed in the future, and shall also have power to make such orders respecting such regulation, practice or service, as it shall have determined to be reasonable and which shall be observed and followed in the future.

Commission May Order Separate Hearings.

(a) The commission may, when complaint is made of more than one rate or charge, order separate hearings thereon, and may consider and determine the several matters complained of separately, and at such times as it may prescribe. No complaint shall of necessity at any time be dismissed because of the absence of direct damage to the complainant.

Commission May Take the Initiative.

(b) Whenever the commission shall believe that any rate or rates or charge or charges may be unreasonable or unjustly discriminatory, and that investigation relating thereto should be made, it may, upon its own motion, investigate the same. Before making such investigation it shall present to the railroad a statement in writing, setting forth the rate or charge to be investigated. Thereafter, on ten days' notice to the railroad of the time and place of such investigation, the commission may proceed to investigate such rate or charge in the same manner and make like orders in respect thereto as if such investigation had been made upon complaint.

This Section Construed.

(c) This section shall be construed to permit any railroad to make complaint with like effect as though made by any person, firm, corporation or association, mercantile, agricultural or manufacturing society, body politic or municipal organization.

Various Powers of Commission.

SEC. 13. Each of the commissioners, for the purposes mentioned in

this act, shall have power to administer oaths, certify to official acts, issue subpoenas, compel the attendance of witnesses, and the production of papers, way-bills, books, accounts, documents and testimony. In the case of disobedience on the part of any person or persons to comply with any order of the commission or any commissioner or any subpoena, or on the refusal of any witness to testify to any matter regarding which he may be lawfully interrogated, it shall be the duty of the district court of any county, or a judge thereof, on application of a commissioner, to compel obedience by attachment proceedings for contempt, as in the case of disobedience of the requirements of a subpoena issued from such court, or a refusal to testify therein.

Fees and Mileage for Witnesses—Proviso.

(a) Each witness who shall appear before the commission by its order shall receive for his attendance the fees and mileage now provided for witnesses in civil cases in courts of record, which shall be audited and paid by the state in the same manner as other expenses are audited and paid, upon the presentation of proper vouchers, sworn to by such witnesses and approved by the chairman of the commission; *provided*, that no witness subpoenaed at the instance of parties other than the commission shall be entitled to compensation from the state for attendance or travel unless the commission shall certify that his testimony was material to the matter investigated.

Depositions.

(b) The commission or any party may, in the investigation, cause the depositions of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in district courts.

Complete Records Must Be Kept—Certified Copy Received in Evidence.

(c) A full and complete record shall be kept of all proceedings had before the commission or any investigation had under section 12 of this act, and all testimony shall be taken down by the stenographer appointed by the commission. Whenever any complaint is served upon the commission under the provisions of section 16 of this act the commission shall, before said action is reached for trial, cause a certified transcript of all proceedings had and testimony taken upon such investigation to be filed with the clerk of the district court of the county where the action is pending. A transcribed copy of the evidence and proceedings, or any specific part thereof, or any investigation, taken by the stenographer appointed by the commission, being certified by such stenographer to be a true and correct transcript in longhand of all testimony taken at the investigation, or of a particular witness, or of other specific part thereof, carefully compared by him with his original notes, and to be a correct statement of the evidence and proceedings had on such investigation so purporting to be taken and transcribed, shall be received in evidence with the same effect as if such reporter were present and testified to the facts so certified. A copy of such transcript shall be furnished on demand, free of cost, to any party to such investigation; and to all other persons, a copy, on payment of a reasonable amount therefor, to be fixed by the commission. *As amended March 20, 1909.*

Commission Shall Fix Reasonable Rates—Joint Rates.

SEC. 14. Whenever, upon an investigation made under the provisions

of this act, the commission shall find any existing rate or rates, fares, charges or classification, or any joint rates or rates, or any regulation or practice whatsoever, affecting the transportation of persons or property, or any service in connection therewith, are unreasonable or unjustly discriminatory, or any service is inadequate, it shall determine and by order fix a reasonable rate, fare, charge, classification or joint rate to be imposed, observed and followed in the future in lieu of that found to be unreasonable or unjustly discriminatory, and it shall determine and by order fix a reasonable regulation, practice or service to be imposed, observed or followed in the future, in lieu of that found to be unreasonable or unjustly discriminatory or inadequate, as the case may be, and it shall cause a certified copy of each such order to be delivered, to an officer or station agent of the railroad affected thereby, which order shall of its own force take effect and become operative thirty days after the service thereof. All railroads to which the order applies shall make such changes in their schedule on file as may be necessary to make the same conform to said order, and no change shall thereafter be made by any railroad in any such rates, fares or charges, or in any joint rate or rates, without the approval of the commission. Certified copies of all other orders of the commission shall be delivered to the railroads affected thereby, in like manner, and the same shall take effect within such time thereafter as the commission shall prescribe.

Commission May Rescind or Alter Its Own Orders.

(a) The commission may at any time, upon application of any person or any railroad, and upon notice to the parties interested, and after opportunity to be heard as provided in section 12, rescind, alter or amend any order fixing any rate or rates, charges or classification, or any other order made by the commission, and certified copies of the same shall be served and take effect as herein provided for original orders. *As amended March 20, 1909.*

Rates in Force Until Changed.

SEC. 15. All rates, fares, charges, classifications and joint rates fixed by the commission shall be in force, and shall be prima facie lawful, until changed or modified by the commission, or in pursuance of section 16 of this act. All regulations, practices and services prescribed by the commission shall be in force and shall be prima facie reasonable, unless suspended or found otherwise in an action brought for that purpose, pursuant to the provisions of section 16 of this act, or until changed or modified by the commission as provided for in paragraph a, section 14, of this act. *As amended March 20, 1909.*

Railroad May Commence Legal Action Within Ninety Days—Shall Have Precedence.

SEC. 16. Any railroad or other party in interest being dissatisfied with any order of the commission fixing any rate or rates, fares, charges, classifications, joint rate or rates, or any order fixing any regulations, practices or services, may, within ninety days, commence an action in the district court of the proper county, against the commission as defendant, to vacate and set aside any such order on the ground that the rate or rates, fares, charges, classifications, joint rate or rates, fixed in such order is unlawful or unreasonable, or that any such regulation, practice or service fixed in such order is unreasonable.

in which action the adverse parties shall be served with a summons and copy of the complaint. The commission shall file its answer, and on leave of court, any interested party may file the answer to said complaint within thirty days, after the service thereof, whereupon said action shall be at issue and stand ready for trial upon twenty days' notice by either party. All actions brought under this section shall have precedence over any civil cause of a different nature pending in such court, and the court shall always be deemed open for the trial thereof, and the same shall be tried and determined as other civil actions; any party to such action may introduce original evidence in addition to the transcript of the evidence offered to said commission.

No Injunction Issued Without Notice to Commission.

(a) No injunction shall issue suspending or staying any order of the commission except upon application to the court or judge thereof, notice to the commission having been first given and hearing having been had thereon; *provided*, that all rates fixed by the commission shall be deemed reasonable and just, and shall remain in full force and effect until final determination by the courts, upon appeal.

Commission Must Have Notice of New Evidence.

(b) If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto, the court before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for fifteen days from the date of such transmission. Upon receipt of such evidence the commission shall consider the same, and may alter, modify, amend or rescind its order relating to such rate or rates, fares, charges, classifications, joint rate or rates, regulation, practice or service complained of in said action, and shall report its action thereon to said court within ten days from the receipt of such evidence.

Judgments, How Rendered.

(c) If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon, as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

Appeals.

(d) Either party to said action within sixty days after service of a copy of the order or judgment of the court may appeal or take the case up on error as in other civil actions. Where an appeal is taken the cause shall, on the return of the papers to the higher court, be immediately placed on the calendar of the then pending term, and shall be assigned and brought to a hearing in the same manner as other causes on the calendar.

Burden of Proof on Plaintiff.

(e) In all actions under this section the burden of proof shall be upon the plaintiff to show by clear and satisfactory evidence that the

order of the commission complained of is unlawful, or unreasonable, as the case may be.

Same Practice as Civil Actions.

SEC. 17. In all actions and proceedings in court arising under this act all processes shall be served, and the practice and rules of evidence shall be the same as in civil actions, except as otherwise herein provided. Every sheriff or other officer empowered to execute civil processes shall execute any process issued under the provisions of this act, and shall receive such compensation therefor as may be prescribed by law for similar services.

No Person Excused from Testifying—Proviso.

(a) No person shall be excused from testifying or from producing books and papers in any proceedings based upon or growing out of any violation of the provisions of this act, on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to penalty or forfeiture, but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for, or on account of, any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; *provided*, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

Certified Copies Prima Facie Evidence.

(b) Upon application of any person the commission shall furnish certified copies, under the seal of the commission, of any order made by it, which shall be prima facie evidence in any court or proceeding of the facts stated therein.

Authority of Commission.

SEC. 18. The commission shall have the authority to inquire into the management of the business of all railroads, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from any railroad all necessary information to enable the commission to perform the duties and carry out the objects for which it was created.

Blanks—Perjury, When.

(a) The commission shall cause to be prepared suitable blanks for the purposes designated in this act, which shall conform as nearly as practicable to the forms prescribed by the Interstate Commerce Commission, and shall, when necessary, furnish such blanks to each railroad. Any railroad receiving from the commission any such blanks shall cause the same to be properly filled out so as to answer fully and correctly each question therein propounded, and in case it is unable to answer any question it shall give a good and sufficient reason for such failure, and said answer shall be verified under oath by the proper officer of said railroad and returned to the commission at its offices within the time fixed by the commission; the making of a false affidavit or filing of the same shall be deemed perjury and punishable as such under the statutes of Nevada defining perjury.

Right of Inspection—Proviso.

(b) The commission, or any commissioner, or any person or persons employed by the commission for that purpose, shall, upon demand,

have the right to inspect the books and papers of any railroad and to examine under oath any officer, agent or employee of such railroad in relation to any matter which is the subject of complaint and investigation; *provided*, that any person other than the one of the said commissioners who shall make such demand shall produce his authority to make such inspection under the hand of a commissioner, or of the secretary and under the seal of said commission.

Orders and Subpenas—Penalties.

(c) The commission may require by order or subpoena, and to be served on any railroad, in the same manner that a summons is served in a civil action in a district court, the production within this state, at such time and place as it may designate, of any books, papers or accounts relating to any matter which is the subject of complaint or investigation kept by said railroad in any office or place without the State of Nevada, or verified copies in lieu thereof, if the commission shall so order, in order that an examination thereof may be made by the commission or under its direction, and such subpoena may issue to any sheriff in any county of the state. Any railroad failing or refusing to comply with any such order or subpoena within a reasonable time shall, for each day it shall so fail or refuse, forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than one thousand dollars, to be recovered in a civil action brought in the name of the Railroad Commission of Nevada.

Railroads Shall Submit Contracts.

SEC. 19. Every railroad, whenever required by the commission, shall, within a time to be fixed by the commission, deliver to the commission for its use copies of all contracts which relate to the transportation of persons or property, or any service in connection therewith made or entered into by it with any other railroad company, terminal company, depot company, equipment company, car company, express or other transportation company, bridge company, or any shipper or shippers, producers or consumers, or other persons doing business with it.

Railroads Shall Report Annually Concerning Passes, Etc.

(a) Every railroad shall, on the first Monday in January of each year, and oftener if required by the commission, file with the commission a verified list of all railroad tickets, passes, and mileage books issued free or for other than actual bona fide money consideration at full established rates during the preceding year, together with the names of the recipients thereof, the amount received therefor, and the reason for issuing the same. This provision shall not apply to the sale of tickets at reduced rates open to the public. *As amended March 20, 1909.*

Full Reports of Nevada Business.

SEC. 20. Every railroad company incorporated or doing business in this state, or which shall hereafter become incorporated or do business in this state shall, on or before the 15th day of September, 1907, and on or before the same day of each year thereafter, make and transmit to the commission in its office in Nevada a full and true statement under oath of the proper officer of such corporation, of the affairs of such corporation relative to the State of Nevada, for the year ending on the

30th day of June preceding, which statement for the State of Nevada shall be similar in character and detail to the annual report required to be made by railroad companies to the Interstate Commerce Commission, and such other and further information as may be required by the commission.

Commission Shall Cooperate with Interstate Commerce Commission.

SEC. 21. The commission shall have power, and on complaint of any person it is hereby made its duty, to investigate all or any freight rates on interstate traffic on railroads in this state, and when the same are, in the opinion of the commission, excessive or discriminatory, or are levied or laid in violation of the interstate commerce law, or in conflict with the rulings, orders or regulations of the Interstate Commerce Commission, the commission shall present the facts to the railroad, with a request to make such changes as the commission may advise, and if such changes are not made within a reasonable time, the commission shall apply by petition to the Interstate Commerce Commission for relief. All freight tariffs issued by any such railroad relating to interstate traffic in this state shall be filed in the office of the commission within thirty days after the passage of this act, and all such tariffs thereafter issued shall be filed with the commission when issued.

Penalties for Railroads for Discriminatory Charges.

SEC. 22. If any railroad, or any agent or officer thereof, shall directly or indirectly, by any special rate, rebate, drawback, or by means of false billing, false classification, false weighing, or by any other device whatsoever, charge, demand, collect or receive from any person, firm, or corporation a greater or less compensation for any service rendered or to be rendered by it for the transportation of persons or property or for any service in connection therewith than that prescribed in the published tariffs then in force, or established as provided herein, or than it charges, demands, collects or receives from any other person, firm, or corporation for a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such railroads shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful, and upon conviction thereof shall forfeit and pay into the state treasury not less than one hundred dollars nor more than five thousand dollars for such offense; and any agent or officer so offending shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Certain Prohibitions.

(a) It shall be unlawful for any railroad to demand, charge, collect or receive from any person, firm or corporation, a less compensation for the transportation of property or for any service rendered or to be rendered by said railroad in consideration of said person, firm or corporation furnishing any part of the facilities incident thereto; *provided*, nothing herein shall be construed as prohibiting any railroad from procuring any facilities or service incident to transportation and paying a reasonable compensation therefor.

Discrimination Prohibited.

SEC. 23. That it shall be unlawful for any common carrier subject

to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Acceptance of Rebates, Etc., Prohibited—Penalty.

SEC. 24. It shall be unlawful for any person, firm, or corporation knowingly to accept or receive any rebate, concession or discrimination in respect to transportation of any property wholly within this state, or for any service in connection therewith, whereby any such property shall by false billing, false classification, false weighing, or any other device whatsoever, be transported at a less rate than that named in the published tariffs in force as provided herein, or whereby any service or advantage is received other than is herein specified. Any person, firm or corporation violating the provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Passes to Public Officers Prohibited.

SEC. 25. It shall be unlawful for any person, firm or corporation engaged in business as a common carrier to give or furnish to any state, district, county or municipal officer of this state, or to any person other than those mentioned in section 8, any pass, frank, free or reduced transportation, or for any such state, district, county or municipal officer to accept such frank, pass, free or reduced transportation. Any firm, person or corporation, or the agent thereof, or any state, district, county or municipal officer violating the provisions of this section shall, upon conviction thereof, be fined in any sum not less than one hundred dollars, or more than five hundred dollars, and in addition to such penalty the office of any such state, district, county or municipal officer shall, upon his conviction, *ipso facto* become vacant. *As amended March 20, 1909.*

Treble Damages, When.

SEC. 26. If any railroad shall do or cause to be done or permit to be done any matter, act or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing required to be done by it, such railroad shall be liable to the person, firm or corporation injured thereby in treble the amount of damages sustained in consequence of such violation; *provided*, that any recovery as in this section provided shall in no manner affect the recovery by the state of the penalty prescribed for such violation.

Failure or Evasion of Railroad Employees Punished.

SEC. 27. Any officer, agent or employee of any railroad who shall wilfully fail or refuse to fill out and return any blanks as required by this act, or shall wilfully fail or refuse to answer any questions therein propounded, or shall knowingly or wilfully give a false answer to any such questions, or shall evade the answer to any such question, where the fact inquired of is within his knowledge, or who shall, upon proper demand, wilfully fail or refuse to exhibit to any commissioner or any

commissioners, or any person authorized to examine the same, any book, paper or account of such railroad, which is in his possession or under his control, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than one thousand dollars for each such offense, and a penalty of not less than five hundred dollars nor more than one thousand dollars shall be recovered from the railroad for each such offense when such officer, agent, or employee acted in obedience to the direction, instructions or request of such railroad or any general officer thereof.

Penalty for All Acts of Omission or Commission.

SEC. 28. If any railroad shall violate any provision of this act, or shall do any act herein prohibited, or shall fail, or refuse to perform any duty enjoined upon it, or upon failure of any railroad to place in operation any rate or joint rate, or do any other act herein prohibited, for which a penalty has not been provided, or shall fail, neglect or refuse to obey any lawful requirement or order made by the commission or any court (upon its application), for every such violation, failure or refusal, such railroad or railroads shall forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than ten thousand dollars for each offense. In construing and enforcing the provisions of this section, the act, omission or failure of any officer, agent, or other person acting for or employed by any railroad, acting within the scope of his employment shall in every case be deemed to be the act, omission or failure of such railroad.

Commission May Regulate All Practices.

SEC. 29. Whenever, after hearing and investigation as provided by this act, the commission shall find that any charge, regulation, or practice affecting the transportation of passengers or property, or any service in connection therewith, not hereinbefore specifically designated, is unreasonable or unjustly discriminatory, it shall have the power to regulate the same as provided in sections 12 and 14 of this act.

Commission To Be Immediately Notified of Fatal Accidents—Investigation.

SEC. 30. Every railroad shall, whenever an accident attendant with loss of human life occurs within this state, upon its line of road or on its depot grounds or yards, give immediate notice thereof to the commission. In the event of any such accident, the commission, if it deem the public interest requires it, shall cause an investigation to be made forthwith, which investigation shall be held in the locality of the accident, unless, for greater convenience of those concerned, it shall order such investigation to be held at some other place, and said investigation may be adjourned from place to place as may be found necessary and convenient. The commission shall seasonably notify an officer or station agent of the company of the time and place of the investigation. The cost of such investigation shall be certified by the chairman of the commission, and the same shall be audited and paid by the state in the same manner as other expenses are audited and paid and a record or file of said proceedings and evidence shall be kept by said commission.

Attorney-General and Prosecuting Attorneys Must Assist Commission.

SEC. 31. The commission shall inquire into any neglect or violation

of the laws of this state by any such railroad corporation hereinbefore defined doing business therein, or by the officers, agents or employees thereof, or by any person operating a railroad, and shall have the power and it shall be its duty to enforce the provisions of this act as well as all other laws relating to railroads and report all violations thereof to the attorney-general; upon request of the commission it shall be the duty of the attorney-general or the prosecuting attorney of the proper, or any, county to aid in any investigation, prosecution, hearing or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act and all other laws of this state relating to railroads and for the punishment of all violations thereof. Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the State of Nevada in the district court of any county having jurisdiction of the defendant. The attorney-general of Nevada shall be the counsel in any proceeding, investigation, hearing or trial prosecuted or defended by the commission or any prosecuting attorney selected by said commission, or other special counsel furnished said commission, in any county where such action is pending.

All Claims for Damages May Be Investigated by Commission.

SEC. 32. All claims against any railroad for loss of or damage to property from any cause, or for overcharge upon any shipments, or for any other service, if not acted upon within ninety days from the date of the filing of such claim with the railroad, may be investigated by the commission, in its discretion, and the result of such investigation shall be duly recorded and filed in the archives of the commission, be open to examination by the public, and be embodied in the commission's next regular report. The regular reports of the commission shall be made to the governor annually as soon after the thirty-first day of December in each year as may be feasible in order to bring the report down to that date.

Printing Done at State Printing Office.

(a) It is hereby further provided that, except in cases of emergency, all the necessary printing of the commission shall be done at the state printing office, and it is made the duty of the state printer to have such printing done as expeditiously as possible. *As amended March 20, 1909.*

Technicalities Ignored.

SEC. 33. A substantial compliance with the requirements of this act shall be sufficient to give effect to all rules, orders, acts and regulations of the commission, and they shall not be declared inoperative, illegal or void for any omission of a technical nature in respect thereto.

This Act Shall Not Affect Any Suits at Law.

SEC. 34. This act shall not have the effect to release or waive any right of action by the state or by any person for any right, penalty, or forfeiture which may have arisen or which may hereafter arise under any law of this state; and all penalties and forfeitures accruing under this act shall be cumulative and a suit for, and recovery of, one shall not be a bar to the recovery of any other penalty.

Commission May Use Any Civil Remedy.

SEC. 35. In addition to all the other remedies provided by this act.

for the prevention and punishment of any and all violations as to the provisions hereof and all orders of the commission, the commission can compel compliance with the provisions of this act and of the orders of the commission by proceedings in mandamus, injunction or by other civil remedies.

Railroads Shall File Schedules.

SEC. 36. Every railroad in this state shall, within sixty days after the passage of this act, file in the office of the commission copies of all schedules of rates, including joint rates in force on its line or lines, between points within this state on the date this act takes effect.

This Act Construed.

SEC. 37. Each section of this act and every part of each section is hereby declared to be independent sections and parts of sections and the holding of any section or part thereof to be void or ineffective for any cause shall not be deemed to affect any other section or any part thereof.

Repeal.

SEC. 38. All acts and parts of acts in conflict with this act are hereby repealed.

RULES OF PRACTICE

For the proper and orderly exercise of the powers conferred by law upon the Railroad Commission of Nevada, the following rules of practice are hereby adopted, the eighth day of May, A. D. 1907:

RULE I

The general sessions of the commission for hearing contested cases, will be held at its office in Carson City, Nevada, on such days and at such hours as the commission may designate. When special sessions are to be held at other places, the commission will make such orders and regulations with reference thereto as may be necessary. All such hearings shall be public.

RULE II

Any person feeling himself aggrieved, by any railroad, telegraph, telephone or express company, or any common carrier, may file his complaint with the secretary of the commission. The secretary must indorse on the complaint the day, month and year that it is filed, and must, at the request of the party filing the same, issue a summons thereon. If such request be not made within three months after the filing of the complaint, the request shall be disregarded, but the party shall have leave, if he so desires, to file a new complaint. Both the complaint and the answer thereto shall be verified in the manner prescribed by the code of civil procedure of this state. The party complaining shall be known as the plaintiff.

RULE III

The summons must be directed to the defendant, must be signed by the secretary, and attested by the seal of the commission, and must contain :

First—The names of the parties to the proceeding.

Second—A brief statement of the nature of the complaint.

Third—A direction that the defendant appear and answer the complaint within a time to be specified in the summons, which shall in no case be less than ten (10) days.

RULE IV

The summons may be served by any officer authorized by law to serve such process in civil proceedings, or by any male citizen of the state, and shall be served by delivering a copy thereof together with a copy of the complaint to the defendant; or, if the defendant is a corporation, to the president, secretary, treasurer, resident agent, managing agent, or other person in general charge of the company's business within this state, by whatever title he may be designated. Proof of such service shall be as follows :

If made by one of the officers aforesaid within the territory to which his official authority extends, by his certificate.

If by such officer outside of such territory, or by any other person, by his affidavit showing the time, place and manner of service.

RULE V

From the time of service of the summons and copy of complaint, the commission shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant shall be deemed a waiver of summons.

RULE VI

The complaint must contain :

First—The names of the parties to the proceedings.

Second—A statement of the alleged grievance in ordinary and concise language, giving such particulars of time, place and circumstance as will enable the defendant to answer the same intelligently.

Third—A demand for the relief claimed.

RULE VII

The plaintiff may embody as many causes in the same complaint as he may have, but the causes so embodied shall be separately stated so that each may be separately denied or objected to.

RULE VIII

The party complained against shall be known as the defendant, and within the time specified in the summons for answering, may file an objection, in the nature of a demurrer to the complaint upon the following grounds :

First—That it does not state facts sufficient to authorize the proceedings.

Second—If the complaint contains more than one cause or alleged grievance, that they are not separately stated.

Third—That the complaint is ambiguous, uncertain or unintelligible.

RULE IX

If the objection is sustained, the plaintiff may within ten (10) days after receiving written notice of the decision, amend his complaint. If the objection is overruled, the defendant may, within a like period, answer the complaint; *provided*, that if the party against whom such ruling is made is present when the commission makes its ruling, no written notice thereof shall be required, and the ten-day period shall begin to run at once.

RULE X

The answer of the defendant should contain:

First—A specific denial of each material allegation contained in the complaint.

Second—A statement of any new matter of defense, or matter in mitigation or explanation of the charges made in the complaint.

RULE XI

The plaintiff may within ten (10) days after the service of the answer object or demur to the same upon the following grounds:

First—That the facts therein stated do not constitute a defense.

Second—That it is ambiguous, uncertain or unintelligible.

RULE XII

The complaint, answer and demurrer must be subscribed by the party to the proceeding, or by some attorney at law on his behalf.

RULE XIII

The pleadings, summons, subpoenas, affidavits and all papers to be filed or used in any proceeding before the commission should be entitled:

“BEFORE THE RAILROAD COMMISSION OF NEVADA.”

All such papers should be either typewritten or printed, and when not printed only one side of the paper should be used.

RULE XIV

The testimony of any witness may be taken by deposition, at the instance of a party, in any proceedings or investigation before the commission, and at any time after the same is at issue. The commission may order testimony to be taken by deposition, in any proceeding or investigation pending before it, at any stage of such proceeding or investigation. Such deposition may be taken before any judge of any court of the United States, or any commissioner of a circuit, or any clerk of a district or circuit court, or any chancellor, justice or judge of a supreme or superior court, mayor or chief magistrate of a city, judge of a county court, or court of common pleas of any of the United States, or any notary public, not being of counsel or attorney to either of the parties, or otherwise interested in the proceeding or investigation. The same notice of taking deposition that is required by the laws of Nevada in taking depositions in civil cases must be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, which notice shall state the name of the witness and the time and place of the taking of his deposition, and a copy of such notice shall be filed with the secretary.

When testimony is to be taken on behalf of a common carrier in any proceeding instituted by the commission on its own motion, notice

thereof, in writing, must be given by such carrier to the commission itself, or to such person as may have been previously designated by the commission to be served with such notice.

Every person whose deposition is taken shall be sworn (or may affirm, if he so request) to testify the whole truth, and shall be carefully examined. His testimony shall be reduced to writing, which may be type-writing, by the magistrate taking the deposition, or under his direction, and shall, after it has been reduced to writing, be subscribed by the witness.

RULE XV

Proposed findings embracing the material facts claimed to be established by the evidence, and referring to the particular part of the record relied upon to support each finding proposed, may be filed by each party. Printed or written arguments or briefs may be filed by any party. A copy of the proposed findings, brief or argument filed on behalf of any party, must at the same time be served upon the adverse party or parties, personally or by mail, and notice of such service thereupon filed with the secretary of the commission. The time within which proposed findings and printed or written arguments or briefs shall be filed in any case will be determined by the commission upon submission of the testimony.

RULE XVI

The commission will, at every stage of any proceeding before it, disregard any error or defect in the pleadings or other papers which do not affect the substantial rights of the parties. It will also be liberal in allowing such amendments of the pleadings as justice may require, and in enlarging the time, upon proper application, within which any pleading may be required. Sham or redundant matter in any pleading will be stricken out and disregarded.

RULE XVII

If the defendant fail to appear and answer the complaint, the commission will, at the time set for the hearing, proceed with the investigation, the same as if an answer had been duly filed. At such hearing the defendant may cross-examine the plaintiff's witnesses, and may offer testimony tending to disprove the allegations of the complaint, but will not be allowed to prove any new matter of defense that has not been pleaded.

RULE XVIII

Either party to the proceeding may, by leave of the commission, file a supplemental pleading. When such pleading is filed, the adverse party shall be given such time as the commission may prescribe in which to answer, demur, move to strike out, or take such other action as may be deemed proper in the premises.

RULE XIX

The secretary shall keep a calendar of the proceedings at issue, showing the status of each, and whether the issue be one of law or fact. Issues of law shall be first disposed of.

RULE XX

Either party upon not less than ten (10) days' notice to the other party, or the commission of its own motion, upon ten (10) days' notice

to both parties, may bring any proceeding to a hearing for the final disposition of the issue made, whether it be one of law or fact. But no such hearing shall be had without ten (10) days' notice of the time and place of the hearing, unless the parties themselves, with the concurrence of the commission, agree in writing upon a shorter time.

RULE XXI

Motions for postponement of a hearing will only be considered upon affidavit showing good and sufficient reasons therefor, and in determining what are good and sufficient reasons, the commission will be governed generally by the rules which prevail in courts of equity, reserving to itself the right to determine whether the application is made in good faith, for sufficient reason, or merely for delay.

RULE XXII

Any person having an interest in the subject-matter of a proceeding pending before the commission may, by leave of the commission, intervene at any time before the hearing upon the merits. When such leave is granted, the party intervening must file his pleading with the secretary, and serve a copy upon the adverse party, who shall have such time to plead thereto as may be fixed by the commission, which shall not be in any case less than ten (10) days.

The pleadings upon intervention shall be governed by the same rules as those which apply to the original pleadings in the proceedings.

RULE XXIII

Any party to a proceeding before the commission, feeling aggrieved at the final decision, may within sixty (60) days apply for a rehearing. Such application shall be in writing, filed with the secretary, and served by copy upon the adverse party, and may be made upon one or more of the following grounds:

First—Irregularity in the proceedings, or abuse of discretion whereby the party was prevented from having a fair hearing.

Second—Accident or surprise, which ordinary prudence could not have guarded against.

Third—Newly discovered evidence, material for the party making the application, which could not with reasonable diligence have been discovered and produced at the trial.

Fourth—Insufficiency of the evidence to justify the decision, or that it is against law.

When the application is made upon the first ground named, it shall be based upon affidavit showing clearly the irregularity or abuse of discretion complained of.

When made upon the second ground, it must be based upon affidavit showing the precise nature of the accident or surprise, and why it could not have been guarded against.

When made upon the third ground, it must be supported by affidavit showing the nature of the newly discovered evidence, its materiality, and why it could not have been produced at the hearing.

When made upon the fourth ground, it shall be sufficient to refer to the evidence contained in the record, and state generally wherein it is against law.

RULE XXIV

If the commission shall be of the opinion that a sufficient showing has been made to justify a rehearing, it will, in writing, notify all parties to the proceeding of the time and place of the rehearing, which shall be not less than ten (10) days, at which rehearing only such matters will be considered as have been made the basis of the application.

If the commission be of the opinion that the application is not well founded, it will deny the same, and so notify, in writing, the party applying. Upon a rehearing being granted the commission will affirm, reverse and vacate, or modify the decision or order complained of.

RULE XXV

A full and complete record shall be kept of all proceedings before the commission, and all the testimony shall be taken down by the stenographer appointed by the commission for the purpose.

A duly certified copy of such record, including the testimony, objections, rulings of the commission and exceptions noted, will be furnished free of cost to any party of record, and to all other persons a copy will be furnished at the actual cost of making the same.

Nothing herein shall be so construed as to require the stenographer to take down the arguments of counsel, beyond the simple statement of their objections and exceptions.

If any counsel desires his remarks reported in full, it may be done at his own expense, but such remarks will constitute no part of the record of the proceeding.

RULE XXVI

In ruling upon demurrers and independent motions the decisions of the commission may, in its discretion, either be oral and briefly noted in the secretary's minutes, or in writing.

The rulings made in the progress of a hearing or investigation, shall be taken down by the stenographer, and constitute a part of the record.

The final decision shall, in all cases, be in writing and embodied in the record as a part thereof.

RULE XXVII

Any railroad or transportation company, or any party affected by any order of the commission, shall be entitled to receive one certified copy of such order, free of charge, and additional copies will be furnished to any persons desiring the same at the actual cost of transcription.

RULE XXVIII

The noun "person" and the pronoun "his," wherever they occur in these rules, shall be construed to include corporations and firms, the singular and plural, the masculine, feminine and neuter genders.

RULE XXIX

These rules shall be in force on and after the fifteenth day of May, 1907. They may be amended at any meeting of the commission, and amendments so made shall go into effect sixty days thereafter.

FORMS

No. 1—Complaint

No. 3—Demurrer

No. 2—Answer

No. 4—Subpena

These forms may be used in cases to which they are applicable, with such alterations as the circumstances may render necessary:

BEFORE THE RAILROAD COMMISSION OF NEVADA

Complaint

.....
 against
 The Railroad Company

.....
 The complaint of the above-named.....
 respectfully shows:

1. (State occupation and place of business.)

.....
 2. That the above-named railroad company is a common carrier, engaged in the transportation of persons and property by railroad between points in the State of Nevada and that, as such common carrier, said railroad company is subject to the provisions of Chapter 45 of the Nevada Statutes of 1907.

3. That (here state concisely the matters intended to be complained of, numbering each succeeding paragraph).

.....
 Wherefore, petitioner prays that the aforesaid railroad company be required to answer the charges herein and that after due hearing and investigation an order be made commanding said railroad company to cease and desist from said violations of the acts referred to in said petition, and for such other and further order as the commission may deem necessary and just in the premises. (Prayer may be varied so as to ask for the ascertainment of lawful rates or practices, and an order requiring the carrier to conform thereto. If reparation for any wrong or injury be desired, the petitioner should state the nature and extent of the reparation he deems proper.)

BEFORE THE RAILROAD COMMISSION OF NEVADA**Answer**

.....
against

The..... Railroad Company

The above-named defendant, for answer to the complaint in this proceeding, respectfully states:

1. That (here follow the usual admissions, denials, and averments. Continue numbering each succeeding paragraph).

Wherefore, the defendant prays that the complaint in this proceeding be dismissed.

The..... Railroad Company,
By E. F. (Title of officer.)

Demurrer

In usual form, and entitled same as complaint and answer.

BEFORE THE RAILROAD COMMISSION OF NEVADA**Subpena**

To.....

.....
You are hereby required to appear before..... in the matter of a complaint of....., on the..... day of....., 191..., at..... o'clock..... m. at....., and bring with you then and there.....

Dated.....

[Seal]

.....
Commissioner.

.....
Attorney for.....

PUBLIC SERVICE COMMISSION LAW

An Act making the Railroad Commission of Nevada ex officio a Public Service Commission for the regulation and control of certain public utilities, prescribing the manner in which such public utilities shall be regulated and controlled, requiring such public utilities to furnish reasonably adequate service and facilities, prohibiting unjust and unreasonable charges for services rendered by such public utilities, providing penalties for violation of the provisions of this act, authorizing such Public Service Commission to appoint an expert engineer and to employ clerks and assistants, and making an appropriation for carrying out the provisions of this act.

[Approved March 23, 1911]

Public Service Commission Created.

SECTION 1. A public service commission is hereby created, whose duty it shall be to supervise and regulate the operations of the public utilities hereinafter named, such supervision and regulation to be in conformity with the provisions of this act.

Railroad Commission To Be Public Service Commission.

SEC. 2. The Railroad Commission of Nevada shall be, ex officio, the public service commission hereby created, and for the purposes of this act shall be known as and styled "Public Service Commission of Nevada." It shall provide itself with a seal bearing these words, by which its official acts shall be authenticated in all cases where a seal is required; and in the name, as above set forth, it may sue and be sued in the courts of the state and of the United States. The secretary of the Railroad Commission of Nevada shall act as secretary of the commission hereby created, but the business of the public service commission shall be kept entirely separate from that of the railroad commission.

Term "Public Utility" Defined.

SEC. 3. The term "public utility" within the meaning of this act shall embrace every corporation, company, individual, association of individuals, their lessees, trustees or receivers appointed by any court whatsoever, that now or hereafter may own, operate or control any plant or equipment, or any part of a plant or equipment within the state for the production, delivery or furnishing for or to other persons, firms, associations, or corporations, private or municipal, heat, light, power in any form or by any agency, water for business, manufacturing, agricultural or household use, or sewerage service whether within the limits of municipalities, towns or villages, or elsewhere; and the public service commission is hereby invested with full power of supervision, regulation and control of all such utilities, subject to the provisions of this act and to the exclusion of the jurisdiction, regulation and control of such utilities by any municipality, town or village.

Commission May Prescribe Rules of Procedure.

SEC. 4. In addition to the modes of procedure hereinafter prescribed in particular cases and classes of cases, said commission shall have power to prescribe rules of procedure, and to do all things necessary and convenient in the exercise of the powers by this act conferred upon the commission; *provided*, that nothing in this act shall be construed as vesting judicial powers in said commission, or as denying to any person, firm, association, corporation, municipality, county, town or village the right to test in a court of competent jurisdiction the legality or reasonableness of any final order made by the commission in the exercise of its duties or powers.

Charges for Utilities Must Be Reasonable and Just.

SEC. 5. Every public utility is required to furnish reasonably adequate service and facilities. The charge made by any public utility for any heat, light, water or power produced, transmitted, delivered or furnished or for any service to be rendered as, or in connection with, any public utility shall be reasonable and just, and every unjust and unreasonable charge is prohibited and declared unlawful.

Commission May Investigate All Public Utilities.

SEC. 6. The commission may, in its discretion, investigate and ascertain the value of all the property of every public utility actually used and useful for the convenience of the public. In making such investigation the commission may avail itself of all information contained in the assessment rolls of the various counties and the public records of the various branches of the state government or any other information obtainable.

All Public Utilities Must Report to Commission—Right of Examination.

SEC. 7. Every public utility shall keep and render to the commission, in manner and form prescribed by the commission, uniform and detailed accounts of all business transacted.

(a) Every public utility engaged directly or indirectly in any other business than those mentioned in section 3 of this act, shall, if required by the commission, keep and render in like manner and form the accounts of all other such business, in which case all the provisions of this act shall apply with like force and effect to the books, accounts, papers and records of such other business. The commission shall cause to be prepared suitable blanks for carrying out the purpose of this act, and shall when necessary furnish such blanks to each public utility. No public utility shall keep any other books, accounts, papers or records of the business transacted than those prescribed or approved by the commission. Each public utility shall have an office within this state, and shall keep in such office all such books, accounts, records or papers, none of which shall be removed at any time from the state except upon such conditions as may be prescribed by the commission.

(b) The accounts of all such public utilities shall be closed annually on the 30th day of June, a balance sheet taken promptly therefrom, and full annual reports of the business be made to the commission not later than the 15th day of September following the closing of the accounts. The reports shall be in such form as may be prescribed by the commission, and shall contain all the information deemed by the commission necessary for the proper performance of its duties. The commission may, at any time, call for desired information omitted from such

reports, or not provided for therein, whenever, in the judgment of the commission, such information is necessary.

(c) Any commissioner, or any person or persons authorized by the commission, shall have the right to examine the books, accounts, records and papers of any public utility, for the purpose of determining their correctness, and whether they are being kept in accordance with the rules and system prescribed by the commission.

Penalty for Failure to Make Report.

SEC. 8. Any officer, agent or person in charge of the books, accounts, records and papers, or any of them, of any public utility, who shall refuse or fail for a period of thirty days to furnish the commission with any report required by the provisions of this act, and any officer, agent or person in charge of any particular books, accounts, records or papers relating to the business of such public utility who shall refuse to permit any commissioner or other person duly authorized by the commission to inspect such books, accounts, records or papers on behalf of the commission, shall be subject to a fine of not less than one hundred dollars (\$100), or more than five hundred dollars (\$500), such fine to be recovered in a civil action upon the complaint of the commission in any court of competent jurisdiction; and each day's refusal or failure on the part of such officer, agent or person in charge shall be deemed a separate offense, and be subject to the penalty herein prescribed.

Commission to Make Annual Report.

SEC. 9. The commission shall make and publish annual reports for each calendar year showing its proceedings, which reports shall, as nearly as may be, conform in a general way to those of the railroad commission of this state, and be made at the same time. All the reports, records, accounts, books, files, papers and memoranda of every nature in the possession of the commission shall be open to the public, at all reasonable times, subject to the exception that when the commission deems it necessary, in the interest of the public, it may withhold from the public any facts or information in its possession for a period of not more than ninety days after the acquisition of such facts or information.

Commission to Fix Standards for Service—Commission May Procure Testing or Measuring Apparatus.

SEC. 10. The commission shall ascertain and prescribe for each kind of public utility adequate, convenient and serviceable standards for the measurement of quality, pressure, voltage or other conditions pertaining to the supply of the product or service rendered by any public utility, and prescribe reasonable regulations for the examination and testing of such products or service and for the measurement thereof. Any consumer, user or party served may have the quality or quantity of the product or the character of any service rendered by any public utility tested upon the payment of fees fixed by the commission, which fees, however, shall be paid by the public utility and repaid to the complaining party if the quality or quantity of the product or the character of the service be found by the commission defective or insufficient in a degree to justify the demand for testing; or the commission may apportion the fees between the parties as justice may require.

The commission may, in its discretion, purchase such materials, apparatus, and standard measuring instruments for such examinations and

tests as it may deem necessary. The commission shall have the right and power to enter upon any premises occupied by any public utility for the purpose of making the examination and tests provided for in this act and set up and use on such premises any necessary apparatus and appliances and occupy reasonable space therefor. Any public utility refusing to allow such examinations to be made as herein provided shall be subject to the penalties prescribed in section 8 of this act.

Utilities Companies Must File Schedules with Commission.

SEC. 11. Every public utility shall file with the commission within a time to be fixed by the commission, schedules which shall be open to public inspection, showing all rates, tolls and charges which it has established and which are in force at the time for any service performed or product furnished in connection therewith by any public utility controlled or operated by it. In connection with such schedule, and as a part of it, shall also be filed all rules and regulations that in any manner affect the rates charged or to be charged for any service or product. A copy or so much of said schedules as the commission shall deem necessary for the use of the public shall be printed in plain type and posted in every station or office of such public utility where payments are made by the consumers or users, open to the public, in such form and place as to be readily accessible to the public and conveniently inspected. When a schedule of joint rates or charges is or may be in force between two or more public utilities, such schedule shall, in like manner, be printed and filed with the commission, and so much thereof as the commission may deem necessary for the use of the public shall be posted conspicuously in every station or office as in this section above provided. No changes shall thereafter be made in any schedule, including schedules of joint rates or in the rules and regulations affecting any and all rates or charges except upon thirty days' notice to the commission and all such charges shall be plainly indicated, or by filing new schedules in lieu thereof thirty days prior to the time the same are to take effect; *provided*, that the commission, upon application of any public utility may prescribe a less time within which a reduction may be made. Copies of all new or amended schedules shall be filed, and posted in the stations and offices of public utilities as in the case of original schedules.

No Rebates or Discrimination in Rates Charged—Existing Contracts Not Disturbed.

SEC. 12. It shall be unlawful for any public utility to charge, demand, collect or receive a greater or less compensation for any service performed by it within the state or for any service in connection therewith than is specified in such printed schedules, including schedule of joint rates, as may at the time be in force, or to demand, collect or receive any rate, toll or charge not specified in such schedules. The rates, tolls and charges named therein shall be the lawful rates, tolls and charges until the same are changed as provided in this act. It shall likewise be unlawful for any public utility to grant any rebate, concession or special privilege to any consumer or user, which directly or indirectly shall or may have the effect of changing the rates, tolls, charges or payments, and any violation of the provisions of this section shall subject the violator to the penalty prescribed in section 10 of this

act. This, however, shall not have the effect of suspending, rescinding, invalidating or in any way affecting existing contracts.

Commission May Classify Service of Utilities.

SEC. 13. The commission may prescribe classifications of the service of all public utilities, and in such classifications may take into account the quantity used, the time when used, and any other reasonable consideration. Each public utility is required to conform its schedule of rates, tolls, and charges to such classifications, for which schedules the commission may, when necessary, prescribe the forms.

Commission May Adopt Rules Regarding Inspection, Etc.

SEC. 14. The commission shall have the power to adopt reasonable and proper rules and regulations relative to all inspections, tests, audits, and investigations, and to adopt and publish reasonable and proper rules to govern its proceedings and to regulate the mode and manner of all investigations and hearings held for the purpose of determining any question affecting public utilities; *provided*, that all such hearings shall be public.

Utilities Must Produce Accounts.

SEC. 15. The commission may require, by order to be served on any public utility in the same manner as a summons in a civil action, the production at such time and place as the commission may designate of any books, accounts, papers or records kept by such public utility in any office or place without the State of Nevada, or verified copies in lieu thereof, if the commission shall so direct, in order that an examination thereof may be made by the commission or under its direction, or for use as testimony. If any public utility shall refuse or fail to comply with such order, the said utility shall be subject to the liability named in section 8.

Expert May Be Employed.

SEC. 16. The commission shall have authority to employ an expert engineer at a salary of \$3,600 per annum and necessary traveling expenses and is invested with full power to remove such engineer whenever his services shall be unsatisfactory to the commission. The commission may employ and remove such other experts, clerks and assistants as it shall deem necessary, and fix their compensation.

Investigation of Unreasonable Charges, When.

SEC. 17. Upon a complaint made against any public utility by any mercantile, agricultural or manufacturing society or club, or by any body politic or municipal organization or by any person or persons, firm or firms, corporation or corporations, or association or associations, the same being interested, that any of the rates, tolls, charges or schedules of any joint rate or rates are in any respect unreasonable or unjustly discriminating, or that any regulations, measurements, practice or act whatsoever affecting or relating to the production, transmission or delivery or furnishing of heat, light, water or power, or any service in connection therewith is, in any respect, unreasonable, insufficient, or unjustly discriminatory, or that any service is inadequate, the commission shall proceed, with or without notice, to make such investigation as it may deem necessary. But no order affecting said rates, tolls, charges, schedules, regulations, measurements, practice or act complained of shall be entered without a formal hearing.

(a) The commission shall, prior to such formal hearing, notify the public utility complained of that complaint has been made, stating the substance thereof, or, if deemed necessary, accompanying the notice with a copy of the complaint, and ten days after such notice has been given, the commission may set a time for hearing.

(b) The commission shall give the public utility and the complainant or complainants at least ten days' notice of the time when and the place where such hearing will be held, at which hearing both the complainant and the public utility shall have the right to appear by counsel or otherwise, and be fully heard. Either party shall be entitled to an order by the commission for the appearance of witnesses or the production of books, papers, and documents containing material testimony. Witnesses appearing upon the order of the commission shall be entitled to the same fees and mileage as witnesses in civil cases in the courts of the state, and the same shall be paid out of the state treasury in the same manner as other claims against the state are paid; but no fees or mileage shall be allowed, unless the chairman of the commission shall certify to the correctness of the claim.

Disobedience of Summons Same as Contempt of Court.

Sec. 18. If any party ordered to appear before the commission as a witness shall fail to obey such order, the commission, or any member, or the secretary thereof, may apply to the clerk of the nearest district court for a subpoena commanding the attendance of said witness before the commission. It shall be the duty of such clerk to issue such subpoena, and of any peace officer to serve the same. Disobedience to such subpoena shall be deemed a contempt of court and punished accordingly.

Commission May Lower Rates, When.

Sec. 19. If upon such hearing and due investigation, the rates, tolls, charges, schedules or joint rates shall be found to be unjust, unreasonable, or unjustly discriminatory, or to be preferential or otherwise in violation of any of the provisions of this act, the commission shall have the power to fix and order substituted therefor such rate or rates, tolls, charges or schedules, as shall be just and reasonable. If it shall in like manner be found that any regulation, measurement, practice, act or service complained is unjust, unreasonable, insufficient, preferential, unjustly discriminatory, or otherwise in violation of the provisions of this act, or if it be found that the service is inadequate, or that any reasonable service cannot be obtained, the commission shall have power to substitute therefor such other regulations, measurements, practices, service or acts, and make such order relating thereto as may be just and reasonable.

(b) When complaint is made of more than one rate, charge or practice, the commission may, in its discretion, order separate hearings upon the several matters complained of and at such times and places as it may prescribe. No complaint shall at any time be dismissed because of the absence of direct damage to the complainant. The commission may at any time, upon its own motion, investigate any of the rates, tolls, charges, rules, regulations, practices, and service, and after a full hearing as above provided, by order make such changes as may be just and reasonable, the same as if a formal complaint had been made.

Depositions of Witnesses.

SEC. 20. The commission, or any party to any proceeding before it, may cause the depositions of witnesses to be taken in the manner prescribed by law for like depositions in civil actions.

Record of All Proceedings To Be Taken by Stenographer.

SEC. 21. A full and complete record shall be kept of all proceedings before the commission or its representative on any formal investigation, and all testimony shall be taken down by the stenographer appointed by the commission. Whenever any complaint is served upon the commission as hereinafter provided for the bringing of actions against the commission, before the action is reached for trial, the commission shall cause a certified copy of all proceedings held and testimony taken upon such investigation to be filed with the clerk of the court in which the action is pending.

No One Excused from Testifying on Grounds of Self-Incrimination.

SEC. 22. No person shall be excused from testifying, or from producing books and papers in any proceedings based upon or growing out of any alleged violation of the provisions of this act, on the ground of or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate or subject him to penalty or forfeiture; but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for, or on account of, any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; *provided*, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

Refusal to Make Reports Punished.

SEC. 23. Any officer, agent, or employee of any public utility who shall wilfully fail or refuse to fill out and return any blanks as required by this act, or shall wilfully fail or refuse to answer any questions therein propounded, or shall knowingly or wilfully give a false answer to any such questions, or shall evade the answer to any such question, where the fact inquired of is within his knowledge, or who shall, upon proper demand, wilfully fail or refuse to exhibit to any commission or any commissioners, or any person also authorized to examine the same, any book, paper or account of such public utility which is in his possession or under his control, shall be subject to the penalty prescribed in section 8 of this act.

Commission to Enforce this Act—Attorney-General and District Attorneys to Prosecute.

SEC. 24. The commission shall inquire into any neglect or violations of the laws of this state by any such public utility as hereinbefore defined, doing business therein, or by the officers, agents, or employees thereof, and shall have the power, and it shall be its duty, to enforce the provisions of this act, and report all violations thereof to the attorney-general; upon the request of the commission it shall be the duty of the attorney-general, or the prosecuting attorney of the proper, or any county, to aid in any investigations, prosecutions, hearing, or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act.

All Rates and Regulations Fixed by Commission *Prima Facie* Lawful.

SEC. 25. All rates, fares, charges, classifications and joint rates fixed by the commission shall be enforced, and shall be *prima facie* lawful, from the date of the order until changed or modified by the commission, or in pursuance of section 26 of this act. All regulations, practices and service, prescribed by the commission shall be enforced and shall be *prima facie* reasonable unless suspended or found otherwise in an action brought for that purpose, pursuant to the provisions of section 27 of this act, or until changed or modified by the commission itself upon satisfactory showing made.

Appeal to District Court, When—Actions to Have Precedence.

SEC. 26. Any party in interest being dissatisfied with an order of the commission fixing any rate or rates, fares, charges, classifications, joint rate or rates, or any order fixing any regulations, practices or services, may within ninety (90) days commence an action in the district court of the proper county against the commission and other interested parties as defendants to vacate and set aside any such order on the ground that the rate or rates, fares, charges, classifications, joint rate or rates, fixed in such order is unlawful or unreasonable, or that any such regulation, practice, or service, fixed in such order is unreasonable. The commission and other parties defendant shall file their answers to said complaint within thirty (30) days after the service thereof, whereupon such action shall be at issue and stand ready for trial upon twenty (20) days' notice to either party.

All actions brought under this section shall have precedence over any civil cause of a different nature pending in such court, and the court shall always be deemed open for the trial thereof, and the same shall be tried and determined as other civil actions; any party to such action may introduce evidence in addition to the transcript of the evidence offered to said commission.

(a) No injunction shall issue suspending or staying any order of the commission except upon application to the court or judge thereof, notice to the commission having been first given and hearing having been had thereon; *provided*, that all rates fixed by the commission shall be deemed reasonable and just, and shall remain in full force and effect until final determination by the courts having jurisdiction.

(b) If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto, the court, before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for fifteen (15) days from the date of such transmission. Upon receipt of such evidence the commission shall consider the same, and may later modify, amend or rescind its order relating to such rate or rates, fares, charges, classifications, joint rate or rates, regulation, practice or service complained of in said action and shall report its action thereon to said court within ten days from the receipt of such evidence.

(c) If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon.

as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

(d) Either party to said action within sixty (60) days after service of a copy of the order or judgment of the court may appeal or take the case up on error as in other civil actions. Where an appeal is taken to the Supreme Court of Nevada the cause shall, on the return of the papers to the higher court, be immediately placed on the calendar of the then pending term, and shall be assigned and brought to a hearing in the same manner as other causes on the calendar.

(e) In all actions under this act the burden of proof shall be upon the party attacking or resisting the order of the commission to show by clear and satisfactory evidence that the order is unlawful, or unreasonable, as the case may be.

Notice of Serious Accidents to Persons Given Commission.

SEC. 27. Every public utility shall, whenever an accident occurs in the conduct of its operation, causing death or personal injuries, give immediate notice thereof to the commission. If in its judgment the public interest requires it, the commission shall cause an investigation to be made forthwith, at such place and in such manner as the commission shall deem it best.

Penalties for Public Utility Violating this Act.

SEC. 28. If any public utility shall violate any provision of this act, or shall do any act herein prohibited, or shall fail, or refuse to perform any duty enjoined upon it, or upon failure of any public utility to place in operation any rate or joint rate, or do any act herein prohibited, for which a penalty has not been provided, or shall fail, neglect, or refuse to obey any lawful requirement or order made by the commission or any court, for every such violation, failure or refusal, such public utility shall be subject to the penalty prescribed by section 8 of this act.

All Reports to Commission Must Be Sworn To.

SEC. 29. Every annual report, record or statement required by this act to be made to the commission shall be sworn to by the proper officer, agent or person in charge of such public utility. Any intentionally false oath as to the correctness of such report, record or statement, shall be deemed perjury, and the person making such false oath shall, upon conviction, be punished as in the case of other perjuries.

Suits at Law—Attorney-General to Represent Commission.

SEC. 30. Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the State of Nevada in the district court of any county having jurisdiction of the defendant. The attorney-general of Nevada shall be the counsel in any proceeding, investigation, hearing or trial, prosecuted or defended by the commission, as also shall any prosecuting attorney selected by said commission, or other special counsel furnished said commission in any county where such action is pending.

Mandamus, When.

SEC. 31. In addition to all the other remedies provided by this act for the prevention and punishment of any and all violations of the provisions thereof, and all orders of the commission, the commission may

compel compliance with the provisions of this act and of the orders of the commission by proceedings in *mandamus*, injunction, or by other civil remedies.

Printing for Commission.

SEC. 32. Except in cases of emergency, all the necessary printing of the commission shall be done at the state printing office, and it is made the duty of the state printer to have such printing done as expeditiously as possible.

Traveling and Other Expenses.

SEC. 33. The commission and secretary, and such clerks and experts as may be employed, shall be entitled to receive from the state their necessary expenses while traveling on the business of the commission, including the cost of lodging and subsistence. Such expenditure shall be sworn to by the person who incurred the expenses and be approved by the chairman of the commission.

Each Section Independent of All Others as Regards Constitutionality.

SEC. 34. Each section of this act and every part of each section are hereby declared to be independent sections and parts of sections, and the holding of any section or part thereof to be void or inoperative for any cause shall not be deemed to affect any other section thereof.

Appropriation.

SEC. 35. For the purpose of carrying out the provisions of this act, the sum of \$5,000, exclusive of the amount named as the salary of the engineer, is hereby appropriated out of any moneys in the treasury not otherwise appropriated.

INDEX TO RAILROAD COMMISSION REPORT

	A	PAGE
Abuse of the Injunction.....		18
Accident Report, Railroad, for the year 1911.....		287
Accounting Rulings.....		299-306
Administrative Rulings.....		299-306
Amargosa to Goldfield, Nevada, Refund on Unused Ticket.....		55
American Express Company, The, Annual Report of.....		256-260
Annual Convention of State Railroad Commissioners.....		19
Annual Report, Interstate Commerce Commission's.....		17
Annual Report of Free or Reduced Rate Transportation Issued during Year. 1910.....		288-289
ANNUAL REPORTS OF RAILROADS OPERATING IN NEVADA, FOR YEARS ENDING JUNE 30, 1910, AND JUNE 30, 1911.....		137-234
Average Daily Compensation of Employees.....		198-200
Balance Sheet, Comparative.....		192-197
Bonds and Stocks Owned.....		169-170
Capital Stock.....		140-141
Capital Stock per Mile of Road.....		143-144
Carrier, Character of.....		139
Comparative General Balance Sheet.....		192-197
Consumption of Fuel by Locomotives.....		229
Deductions from Gross Corporate Income.....		153-156
Equipment and Road, Investment.....		144-146
Fuel, Consumption of, by Locomotives.....		229
Funded Debt.....		142-143
Funded Debt per Mile of Road.....		143-144
General Expenses.....		186-188
General Statistics.....		201-209
Income Account.....		147-158
Income Account, Central Pacific Railway.....		159
Income Account, Nevada and California Railway.....		159
Insurance Funds.....		171-172
Investment per Mile of Road.....		146
Maintenance of Equipment Expenses.....		175-179
Maintenance of Way and Structures, Expenses.....		172-175
Mileage, Nevada.....		140
Mileage, Total.....		140
Officers of Railroad Companies Operating in Nevada.....		230-234
Operating Expenses.....		172-191
Operating Revenues.....		161-168
Other Funds.....		171-172
Other Income.....		150-153
Profit and Loss Account.....		160
Recapitulation of Operating Expenses.....		188-191
Revenues, Operating.....		161-168
Road and Equipment, Investment.....		144-146
Shareholders, Number of.....		139
Sinking Funds.....		171-172
Statistics, General.....		201-209
Statistics, Tonnage.....		210-224
Stocks and Bonds Owned.....		169-170
Taxes.....		225-228
Tonnage Statistics.....		210-224
Traffic Expenses.....		179
Transportation Expenses.....		179-186
Annual Reports of Telegraph, Telephone, Express, Car Companies, and Electric Railways.....		251-283
Appeal to Commerce Court, The Railroads'.....		6
Apples, Overcharge on, Reno to Goldfield, Nevada.....		25

	PAGE
Appointment of Engineer.....	21
Atchison, Topeka and Santa Fe Railway, Annual Reports.....	137-234
Attitude of the Commerce Court, The.....	17
Attorney-General, The, and Railroad Board.....	20
Austin-Manhattan Telephone Company, Annual Report of.....	267-268
Austin, Nevada, Battle Mountain to, Excess Baggage Rates.....	50
Authorities to Name Rates on Less than Thirty Days' Notice.....	291-298

B

Baggage Rates, Excess, Battle Mountain to Austin, Nevada.....	50
Barnwell and Searchlight Railway, Annual Reports of.....	137-234
Battle Mountain to Austin, Excess Baggage Rates.....	50
Bellaire, Ohio, Reno, Nevada, to, Refund on One-way Ticket Purchased.....	56
Blair to Mound House, Nevada, Rate on Old Iron Pipe.....	53
Board, Railroad, The Attorney-General and.....	20
Bridgeport Telephone and Telegraph Company, Annual Report of.....	268
Buckskin Telephone Line, Annual Report of.....	269
Bullfrog-Goldfield Railroad, Annual Reports of.....	137-234

C

California and Oregon Telegraph Company, Annual Report of.....	269-270
Car Companies, Annual Reports of.....	264-265
Case, Reno, Desired Specific Order in.....	6
Case, Reno, Petition for Order in.....	6
Case, Reno, Showing in the.....	3
Cases Considered by Commission.....	19
Central Pacific Railway, Annual Reports of.....	137-234
Cereals, Overcharge on Shipment of, Reno to Thorne, Nevada.....	50
Cereals, Reno to Fallon, Nevada, Overcharge on.....	23
Churchill County, Nevada, Relative to Ownership of Certain Saline Lands in.....	55
Class Rates between Reno, Nevada, and Nevada and California, and Tonopah and Goldfield Railroad Points.....	27-37
Class Rates, Pacific Coast Points to Virginia City, Nevada.....	26
Coaldale, Nevada, Mohawk, Cal., to, Overcharge on Shipment of Lumber.....	48
Coaldale, Nevada, Station Facilities at.....	54
Coaldale, Nevada, to Pacific Coast Points, Coal Rates.....	23
Coal Rates, Coaldale, Nevada, to Pacific Coast Points.....	23
Coal Rates on Virginia and Truckee Railway, Freight Rates and Particularly.....	38-42
Collection of Undercharge on Shipment of Powder, Reno to Lovelock, Nevada.....	50
Commerce Court, The Attitude of the.....	17
Commerce Court, The Railroads' Appeal to.....	6
Commission, Cases Considered by.....	19
Commissioners, State Railroad, Annual Convention of.....	19
Commission's, Interstate Commerce, Annual Report.....	17
Commodity Rates on Nevada Northern Railway.....	42
Competition, Water, Theory Overthrown.....	4
Complaints, Service.....	21-56
Conclusion.....	135
Consolidated Power and Telephone Company, Annual Report of.....	270-271
Convention, Annual, of State Railroad Commissioners.....	19
Constitutional Question, The.....	17
Court, Commerce, The Attitude of the.....	17
Court, Commerce, The Railroads' Appeal to.....	6
Court, Delays in.....	12
Court, Supreme, Early Hearing of Reno Case in.....	8
Court, United States, Suits in.....	9
Cream and Milk, Express Rates on.....	23, 50

D

Dayton, Nevada, Eastern Points to, Overcharge on Machinery.....	22
Dayton, Nevada, Trenton, N. J., to, Overcharges on Wire Rope.....	25
Dayton, Ohio, to Dayton, Nevada, Rates on Machinery.....	26
Decision of United States Commerce Court.....	127-135
Delay, Long, Uncertainties Caused by.....	13
Delay, The Unpreventable.....	8
Delays in Court.....	12
Demurrage Charges on Lumber at Verdi, Nevada.....	52

Diversion of Shipment of Lumber, Winnemucca to Palisade, Nevada, Rate Assessed	53
Doors and Windows, Overcharge on Shipment of, Goldfield to Verdi, Nevada.....	48
Doyle, Cal., to Tonopah, Nevada, Lumber Rates.....	24

E

Eastern Points to Dayton, Nevada, Overcharge on Machinery.....	22
Effect of Fourth Section Orders.....	5
Effective Regulation, Hindrance to.....	19
Electric Railways, Annual Reports of.....	285-287
Elko County Telephone and Telegraph Company, Annual Report of.....	271-272
Engineer, Appointment of.....	21
Eureka and Palisade Railway, Annual Reports of.....	137-234
Eureka, Nevada, Verdi to, Overcharge on Shipment of Lumber.....	49
Excess Baggage Rates, Battle Mountain to Austin, Nevada.....	50
Expenses, General, of Railroad Commission for 1911.....	290
Express Companies, Annual Reports of.....	253-263
Express Rates on Milk and Cream.....	23, 50

F

Facilities, Station, at Coaldale, Nevada.....	54
Fallon, Reno to, Overcharge on Cereals.....	23
Flour Rates from Lovelock to Other Southern Pacific Points in Nevada.....	51
Fourth Section Hearing, The.....	4
FOURTH SECTION HEARING, THE.....	56-135
BRIEF OF RAILROAD COMMISSION OF NEVADA.....	62-72
Amount of Terminal Movement.....	69
Burden of Proof Should Always Be Upon the Carriers.....	71
Commission's Powers Limited.....	64
Cost and Revenue.....	69
Exceptions in a General Law Strictly Construed.....	64
Extreme Care Necessary.....	71
General Exemptions Not Contemplated.....	63
Increase of Rail Tonnage.....	66
Intermountain Region Vitrally Concerned.....	70
Length of Haul Not Considered.....	65
Main Purpose of the Law.....	64
No Authority for a General Order.....	64
No Showing Made.....	65
No Water Competition at Interior Terminals.....	66
Operating Expenses.....	70
Orders Must Be Special.....	64
Present Conditions Controlling.....	68
Rail Rates from San Diego to Los Angeles.....	67
Resume.....	71
Statement.....	62
Terminal Rates Remunerative.....	69
The Amended Section.....	63
The Charge Prohibited, Prima Facie Wrong.....	64
The Discriminating Feature.....	68
The Original Section.....	62
The Pending Applications.....	64
The Reno Case.....	68
The Sugar Contracts.....	68
Water Competition a Question of Detail.....	63
Water Rates Do Not Control.....	67
Water Tonnage in 1910.....	65
What Are "Special Cases"?.....	63
What Does the Section Mean.....	62
BRIEF OF J. F. SHAUGHNESSY.....	72-86
Amendment of Fourth Section.....	72
Apportionment of Expenses.....	78-80
Commodity Rates.....	73
Comparisons Alone Prove Very Little.....	74
Conclusion.....	86
Cost and Revenue.....	83-86

FOURTH SECTION HEARING—BRIEF OF J. F. SHAUGHNESSY—Continued—		PAGE
Cost of Operation.....		75
Cost of Operation Between Ogden and Sparks.....		82
Cost of Service the Controlling Factor.....		76
Hearing and Argument on Commodities.....		73
Hearing of Fourth Section.....		73
Low-Grade Products.....		89
Mr. Cotton's Statement of Cost.....		74
Nevada Commission's Investigations.....		76
Present Rates Cannot Justly Be Maintained.....		86
Proposed Rates Fully Compensatory.....		86
Seger's Segregation of Expenses.....		77
The Calvin and Seger Affidavits.....		77
The Decision in the Reno Case.....		72
Vast Tonnage Carried to Terminals.....		75
Vice-President Calvin's Statement.....		77
DECISION OF INTERSTATE COMMISSION.....		87-127
A Merchants' Line.....		99
An Artificial Adjustment.....		110
Constitutionality.....		93-94
Cost and Revenue.....		124-127
Cost of Operation Between Ogden and Sparks.....		123-124
Evolution of Blanket System.....		101
Industrial Movement Westward.....		110
Low-Grade Products.....		123
Market Competition.....		111-113
Proposed Rates Fully Compensatory.....		127
Purpose of Congress.....		90-93
Railroad Policy.....		102-108
Rate Changes in Twenty Years.....		101
Review of Facts.....		94
Statement of Class Rates to San Francisco, from Eastern Points.....		114-115
Statement of Distances and Rates to Sacramento, Cal.....		117-121
Statement of Shipments Moving to Reno, Nevada, from Eastern Points		
During the Year 1908.....		122
Statement of Traffic Statistics.....		116
The New Fourth Section.....		90
The Ocean "Neutralized".....		100
The Santa Fe Enters the Field.....		98
The Troublous Sea.....		96-98
Traffic Statistics for 1901 and 1910.....		109
Western Terminals.....		95
DECISION OF THE UNITED STATES COMMERCE COURT.....		127-135
Fourth Section Orders by Commission.....		5
Fourth Section Orders, Effect of.....		5
Free or Reduced Rate Transportation Issued During Year 1910, Annual Report		
of.....		288-289
Freight, Alleged Overcharges on Mixed Carload of, Reno to Redlich.....		21
Freight Rates and Particularly Coal Rates on Virginia and Truckee Railway.....		34-42
G		
General Expenses of Railroad Commission for 1911.....		290
General Rulings.....		299-306
Globe Express Company, Annual Report of.....		253-256
Golconda Telephone and Power Company, Annual Report of.....		272-273
Goldfield and Tonopah, Nevada, Verdi to, Round Poles.....		21
Goldfield Consolidated Milling and Transportation Company, Annual Reports		
of.....		137-234
Goldfield, Nevada, Amargosa to, Refund on Unused Ticket.....		55
Goldfield, Nevada, Reno to, Overcharge on Apples.....		25
Goldfield to Verdi, Nevada, Overcharge on Shipment of Doors and Windows.....		48
H		
Hearing at Washington.....		3
Hearing in Supreme Court, Early.....		8
Hearing, The Fourth Section.....		4

Hearing, The Fourth Section (For subheadings, see Index for "Fourth Section Hearing, The")	56-135
Hides and Junk, Rates on, Between Nevada Points	55
Hindrance to Effective Regulation	19

I

Injunction, Abuse of the	18
Interstate Commerce Commission, Fourth Section Orders by	5
Interstate Commerce Commission's Annual Report	17
Intrastate Gross Earnings of Railroads Operating in Nevada, Monthly Reports of	235-250

J

Junk and Hides, Rates on, Between Nevada Points	55
---	----

L

Las Vegas and Tonopah Railroad, Annual Reports of	137-234
Law, The Railroad Commission	391-409
Lovelock, Nevada, Reno to, Collection of Undercharge on Shipment of Powder	50
Lovelock, to Other Southern Pacific Points in Nevada, Flour Rates	51
Lumber, Demurrage Charges on, at Verdi, Nevada	52
Lumber, Overcharge on Shipment of, Mohawk, Cal., to Coaldale, Nevada	48
Lumber, Overcharge on Shipment of, Verdi to Eureka, Nevada	49
Lumber, Overcharge on Shipment of, Verdi to Millers, Nevada	48
Lumber, Rate Assessed on Shipment of, Diverted from Winnemucca to Palisade, Nevada	53
Lumber Rates, Doyle, Cal., to Tonopah, Nevada	24
Lumber Shipment, Overcharge on, Truckee, Cal., to Winnemucca, Nevada	47

M

Machinery, Overcharge, Eastern Points to Dayton, Nevada	22
Machinery, Overcharges on, Reno to Wabuska, Nevada	22
Machinery, Rates on, Dayton, Ohio, to Dayton, Nevada	26
Milk and Cream, Express Rates on	23, 50
Millers, Nevada, Verdi to, Overcharge on Shipment of Lumber	48
Moapa Valley Telephone Company, Annual Report of	273-274
Mohawk, Cal., to Coaldale, Nevada, Overcharge on Shipment of Lumber	48
Montana-Tonopah Mining Company's Spur in Tonopah, Nevada, Switching Charges on	54
Monthly Reports of Intrastate Gross Earnings of Railroads Operating in Nevada	235-250
Mound House, Nevada, Blair to, Rate on Old Iron Pipe	53

N

Nevada and California, and Tonopah and Goldfield Railroad Points, Class Rates Between Reno, Nevada, and	27-37
Nevada and California Railway, Annual Reports of	137-234
Nevada-California-Oregon Railway, Annual Reports of	137-234
Nevada Central Railroad, Annual Reports of	137-234
Nevada Copper Belt Railroad, Annual Reports of	137-234
Nevada Interurban Railway, Annual Reports of	205
Nevada Northern Railway, Annual Reports of	137-234
Nevada Northern Railway, Commodity Rates on	42
Nevada Northern Railway, Sunday Passenger Train Service on	25
Nevada Northern Railway, Telegraph Department, Annual Report of	274
Nevada Northern Telegraph Line, Telegraph Rates for Newspapers on	38
Nevada Telephone-Telegraph Company, Annual Report of	275-276
Newspapers, Telegraph Rates for, on Nevada Northern Telegraph Line	38
Northern Nevada Telegraph and Telephone Company, Annual Report of	276

O

Oddie, Hon. T. L., Governor, Report Addressed to	3
Office, Routine Work of the	20
Orders, Fourth Section, by Commission	5
Orders, Fourth Section, Effect of	5
Order, Petition for in Reno Case	6
Order, Specific, Desired in Reno Case	6

	PAGE
Pacific Coast Points, Coaldale, Nevada, to, Coal Rates.....	23
Pacific Coast Points to Virginia City, Nevada, Class Rates.....	26
Pacific Telephone and Telegraph Company, Annual Reports of.....	277-279
Palisade, Nevada, Winnemucca to, Rate Assessed on Shipment of Lumber Diverted.....	53
Passenger Rates on the Southern Pacific Company in Nevada.....	51
Passenger Train Service, Sunday, on Nevada Northern Railway.....	25
Petition for Order in Reno Case.....	6
Pipe, Old Iron, Rate on Blair to Mound House, Nevada.....	53
Poles, Round, Verdi to Tonopah and Goldfield, Nevada.....	21
Postal-Telegraph-Cable Company, Annual Report of.....	276-277
Powder, Collection of Undercharge on Shipment of, Reno to Lovelock, Nevada.....	50
Practice, Rules of.....	400-416
Public Utilities, Taxation of.....	20
Pullman Company, The, Annual Reports of.....	264-265
Q	
Question, The Constitutional.....	17
R	
Racine, Wis., to Reno, Nevada, Rates on Shoes, Less than Carload.....	37
Railroad Board, The Attorney-General and.....	20
Railroad Commission, General Expenses of, for 1911.....	290
Railroad Commission Law, The.....	391-409
Railroads' Appeal to Commerce Court.....	6
Rate Assessed on Shipment of Lumber Diverted from Winnemucca to Palisade, Nevada.....	53
Rate on Old Iron Pipe, Blair to Mound House, Nevada.....	53
Rate, Terminal, Fully Compensatory.....	4
Rates and Service, Telephone, in Reno, Nevada.....	52
Rates, Authority to Name on Less than Thirty Days' Notice.....	291-298
Rates, Class, Between Reno, Nevada, and Nevada and California and Tonopah and Goldfield Railroad Points.....	27-37
Rates, Class, Pacific Coast Points to Virginia City, Nevada.....	26
Rates, Coal, Coaldale, Nevada, to Pacific Coast Points.....	23
Rates, Commodity, on Nevada Northern Railway.....	42
Rates, Excess Baggage, Battle Mountain to Austin, Nevada.....	50
Rates, Express, on Milk and Cream.....	23, 50
Rates, Flour, from Lovelock to Other Southern Pacific Points in Nevada.....	51
Rates, Freight, and Particularly Coal Rates on Virginia and Truckee Railway.....	38-42
Rates, Lumber, Doyle, Cal., to Tonopah, Nevada.....	24
Rates on Hides and Junk between Nevada Points.....	55
Rates on Machinery, Dayton, Ohio, to Dayton, Nevada.....	26
Rates, Passenger, on the Southern Pacific Company in Nevada.....	51
Rates on Shoes, Less than Carload, Racine, Wis., to Reno, Nevada.....	37
Rates, Telegraph, for Newspapers on Nevada Northern Telegraph Line.....	38
Redlich, Nevada, Reno to, Alleged Overcharges on Mixed Carload of Freight.....	21
Refund on One-way Ticket Purchased Reno, Nevada, to Bellaire, Ohio.....	56
Refund on Unused Ticket, Amargosa to Goldfield, Nevada.....	55
Regulation, Hindrance to Effective.....	19
Relative to Ownership of Certain Saline Lands in Churchill County.....	55
Reno Case, Desired Specific Order in.....	6
Reno Case, Early Hearing of, in Supreme Court.....	8
Reno Case, Petition for Order in.....	6
Reno Case, Showing in the.....	3
Reno, Nevada, Class Rates Between, and Nevada and California and Tonopah and Goldfield Railroad Points.....	27-37
Reno, Nevada, Racine, Wis., to, Rates on Shoes, Less than Carload.....	37
Reno, Nevada, Switching Service at, on the Virginia and Truckee Railway.....	43-47
Reno, Nevada, Telephone Rates and Service in.....	52
Reno, Nevada, to Bellaire, Ohio, Refund on One-way Ticket Purchased.....	56
Reno, Nevada, Switching Charge Assessed at.....	21
Reno to Fallon, Overcharge on Cereals.....	23
Reno to Goldfield, Nevada, Overcharge on Apples.....	25
Reno to Lovelock, Nevada, Collection of Undercharge on Shipment of Powder.....	50
Reno to Redlich, Nevada, Alleged Overcharges on Mixed Carload of Freight.....	21

INDEX TO RAILROAD COMMISSION REPORT

433

	PAGE
Reno to Thorne, Nevada, Overcharge on Shipment of Cereals.....	50
Reno to Wabuska, Nevada, Overcharges on Machinery.....	22
Reno Traction Company, Annual Report of.....	265-267
Report, Accident, Railroads, for year 1911.....	287
Report, Annual, Interstate Commerce Commission's.....	17
Routine Work of the Office.....	20
Rules of Practice.....	409-416
Rulings, Administrative, Tariff, Accounting and General.....	299-306

S

Saline Lands, Relative to Ownership of Certain, in Churchill County.....	55
San Pedro, Los Angeles and Salt Lake Railroad, Annual Reports of.....	137-234
Searchlight and Western Telephone Company, Annual Report of.....	279-280
Service and Rates, Telephone, in Reno, Nevada.....	52
Service Complaints.....	21-56
Service, Sunday Passenger Train, on Nevada Northern Railway.....	25
Service, Switching, on the Virginia and Truckee Railway at Reno, Nevada.....	43-47
Shoes, Rate on, Less than Carload, Racine, Wis., to Reno, Nevada.....	37
Showing in the Reno Case.....	3
Silver Peak Railroad, Annual Reports of.....	137-234
Southern Pacific Company, Annual Reports of.....	137-234
Southern Pacific Company in Nevada, Passenger Rates on.....	51
Southern Pacific Points in Nevada, Other, from Lovelock to, Flour Rates.....	51
State Railroad Commissioners, Annual Convention of.....	19
Station Facilities at Coaldale, Nevada.....	54
Suits in United States Court.....	9
Supreme Court, Early Hearing of Reno Case in.....	8
Switching Charge Assessed at Reno, Nevada.....	21
Switching Charges on Montana-Tonopah Mining Company's Spur in Tonopah Nevada.....	54
Switching Service on the Virginia and Truckee Railway at Reno, Nevada.....	43-47

T

Tariff Rulings.....	299-306
Taxation of Public Utilities.....	20
Telegraph Companies, Annual Reports of.....	267-283
Telegraph Rates for Newspapers on Nevada Northern Telegraph Line.....	38
Telephone Companies, Annual Reports of.....	267-283
Telephone Rates and Service in Reno, Nevada.....	52
Terminal Rates Fully Compensatory.....	4
Thorne, Nevada, Reno to, Overcharge on Shipment of Cereals.....	50
Ticket, One-Way, Refund on, Reno, Nevada, to Bellaire, Ohio.....	56
Ticket, Unused, Refund on, Amargosa to Goldfield, Nevada.....	55
Tonopah and Goldfield Railroad and Nevada and California Points, Class Rates Between Reno, Nevada, and.....	27-37
Tonopah and Goldfield Railroad, Annual Reports of.....	137-234
Tonopah and Goldfield, Verdi to, Round Poles.....	21
Tonopah and Tidewater Railroad, Annual Reports of.....	137-234
Tonopah, Nevada, Doyle, Cal., to, Lumber Rates.....	24
Tonopah, Nevada, Switching Charges on Montana-Tonopah Mining Company's Spur.....	54
Train Service, Sunday Passenger, on Nevada Northern Railway.....	25
Trenton, N. J., to Dayton, Nevada, Overcharges on Wire Rope.....	25
Truckee, Cal., to Winnemucca, Nevada, Overcharge on Lumber Shipment.....	47

U

Uncertainties Caused by Long Delay.....	13
Undercharge, Collection of, on Shipment of Powder, Reno to Lovelock.....	50
United States Court, Suits in.....	9
Utah, Nevada and Idaho Telephone Company, Annual Report of.....	282
Utilities, Public, Taxation of.....	20

V

Verdi, Nevada, Demurrage Charges on Lumber at.....	52
Verdi, Nevada, Goldfield to, Overcharge on Shipment of Doors and Windows.....	48
Verdi to Eureka, Nevada, Overcharge on Shipment of Lumber.....	49
Verdi to Millers, Nevada, Overcharge on Shipment of Lumber.....	48

	PAGE
Verdi to Tonopah and Goldfield, Nevada, Round Poles.....	21
Virginia and Truckee Railway Annual Reports of.....	137-234
Virginia and Truckee Railway at Reno, Nevada, Switching Service on the.....	43-47
Virginia and Truckee Railway, Freight Rates and Particularly Coal Rates on.....	38-42
Virginia City, Nevada, Pacific Coast Points to, Class Rates.....	26
W	
Wabuska, Nevada, Reno to, Overcharges on Machinery.....	22
Washington, Hearing at.....	3
Water Competition Theory Overthrown.....	4
Wells, Fargo & Company, Express, Annual Reports of.....	260-263
Western Pacific Railway, Annual Reports of.....	137-234
Western Union Telegraph Company, Annual Report of.....	280-282
Windows and Doors, Overcharge on Shipment of, Goldfield to Verdi.....	48
Winnemucca, Nevada, Truckee, Cal., to, Overcharge on Lumber Shipment.....	47
Winnemucca to Palisade, Nevada, Rate Assessed on Shipment of Lumber Diverted from.....	53
Wire Rope, Overcharges on Trenton, N. J., to Dayton, Nevada.....	25
Y	
Year, An Eventful.....	3
Yerington Electric Company, Annual Report of.....	283

INDEX TO PUBLIC SERVICE COMMISSION REPORT

A	PAGE
Annual Reports of Electric, Water, and Gas Utilities for the Year Ending June 30, 1911.....	321-363
Austin City Water Company, Annual Report of.....	338-339
Austin City Water Company, Water Rates.....	374
Austin, Nevada, Shortage of Water Supply at.....	312

C	
Carson City Coal Gas Company, Annual Report of.....	359-361
Carson City Coal Gas Company, Gas Rates.....	382
Carson Water Company, Annual Report of.....	339-341
Carson Water Company, Water Rates.....	374-375
Complaints, Service.....	312-317
Conclusion, In.....	317-318
Consolidated Power and Telephone Company, Annual Report of.....	321-322
Consolidated Power and Telephone Company, Electric Rates.....	367
Contracts, Water and Gas.....	383

E	
Electric and Gas Service in Nevada, Rules and Regulations for.....	384-386
Electric Bill, Minimum Monthly Charge.....	312
Electric Bills, Overcharges on.....	316
Electric Companies, Rates of.....	367-374
Electric Rates, Reno.....	315-316
Electric Utilities, Annual Reports of.....	321-337
Electric Utilities, List of.....	311
Electric Utilities, Safety Regulations for.....	387-390
Elko Water and Light Corporation, Electric Department, Annual Report of.....	322-324
Elko Water and Light Corporation, Water Department, Annual Report of.....	341-342
Elko Water and Light Corporation, Electric Rates.....	367
Elko Water and Light Corporation, Water Rates.....	375-376
Ely Light and Power Company, Annual Report of.....	324-326
Ely Light and Power Company, Electric Rates.....	367
Ely Water Company, Annual Report of.....	343-344
Ely Water Company, Water Rates.....	376
Eureka Water Works, Annual Report of.....	344-345

G	
Gas and Electric Service in Nevada, Rules and Regulations for.....	384-386
Gas and Water Contracts.....	383
Gas Bill, Overcharge on.....	316-317
Gas Companies, Rates of.....	382-383
Gas Utilities, Annual Reports of.....	359-363
Gas Utilities, List of.....	311
Goldfield Consolidated Water Company, Annual Report of.....	345-347
Goldfield Consolidated Water Company, Water Rates.....	376-377

H	
Hawthorne Water Works, Annual Report of.....	347-348
Hawthorne Water Works, Water Rates.....	377

I	
Indian Springs Water Company, Annual Report of.....	349-350
Indian Springs Water Company, Water Rates.....	378

L	
Las Vegas Land and Water Company, Annual Report of.....	350-351
Las Vegas Land and Water Company, Water Rates.....	378
Law, Public Service Commission.....	417-426
Lovelock Light and Power Company, Annual Report of.....	326-328
Lovelock Light and Power Company, Electric Rates.....	367

	M	PAGE
Manhattan Water Company, Annual Report of.....		352
Manhattan Water Company, Water Rates.....		379
Mason Water, Light and Power Company, Electric Department, Annual Report of		328-329
Mason Water, Light and Power Company, Electric Rates.....		368
Mason Water, Light and Power Company, Water Department, Annual Report of		353-354
Mason Water, Light and Power Company, Water Rates.....		379
Minimum Monthly Charge, Electric Bill.....		312
	N	
Nevada-California Power Company, The, Annual Report of.....		329-331
Nevada-California Power Company, The, Electric Rates.....		370-371
Nevada Gas Company, Annual Report of.....		361-362
Nevada Gas Company, Gas Rates.....		382
	O	
Oddie, Hon. T. L., Report Addressed to.....		309
Overcharge on Electric Bills.....		316
Overcharge on Gas Bills.....		316-317
	P	
Pacific Power Company, Annual Report of.....		331-333
Pacific Power Company, Electric Rates.....		368-369
Public Service Commission Law.....		417-426
	R	
Rates in Effect December 31, 1911, for Electric Light and Power, Sewer and Drainage, Gas, and Water Service in the State of Nevada.....		367-383
Rates, Reno Electric		315-316
Rates, Reno Water.....		315
Regulation, Voltage, Poor.....		316-317
Reno Electric Rates.....		315-316
Reno Power, Light and Water Company, Electric Department, Annual Report of		333-335
Reno Power, Light and Water Company, Electric Rates.....		369-370
Reno Power, Light and Water Company, Gas Department, Annual Report of.....		362-363
Reno Power, Light and Water Company, Gas Rates.....		382-383
Reno Power, Light and Water Company, Water Department, Annual Report of		354-355
Reno Power, Light and Water Company, Water Rates.....		379
Reno Water Complaint.....		312-315
Reno Water Rates.....		315
Ruby Hill Water Works, Annual Report of.....		355
Ruby Hill Water Works, Water Rates.....		379
Rules and Regulations for Gas and Electric Service in Nevada.....		384-386
	S	
Safety Regulations for Electric Utilities.....		387-390
Service Complaints.....		312-317
Service, Gas and Electric, in Nevada, Rules and Regulations for.....		384-386
Service, Three-Phase, Refusal to Furnish.....		316-317
Sewer and Drainage Companies, List of.....		311
Shortage of Water Supply at Austin, Nevada.....		312
	T	
Three-Phase Service, Refusal to Furnish.....		316-317
Tonopah Sewer and Drainage Company, Rates.....		380
Tonopah United Water Company, Annual Report of.....		356-357
Tonopah United Water Company, Water Rates.....		380
Truckee River General Electric Company, Annual Report of.....		336-337
Truckee River General Electric Company, Electric Rates.....		371-374
Tuscarora Water Company, Water Rates.....		381
	U	
Utilities, Annual Reports of.....		321-363
Utilities in Nevada, List of.....		311-312

V

	PAGE
Virginia and Gold Hill Water Company, Annual Report of.....	358-359
Virginia and Gold Hill Water Company, Water Rates.....	381
Virginia Ranch Land and Cattle Company, Water Rates.....	382
Voltage Regulation, Poor.....	316-317

W

Water and Gas Contracts.....	383
Water Companies, Rates of.....	374-382
Water Complaint, Reno.....	312-315
Water Rates, Reno.....	315
Water Supply, Shortage of, at Austin, Nevada.....	312
Water Utilities, Annual Reports of.....	338-359
Water Utilities, List of.....	311-312
Winnemucca Water and Light Company, Electric Rates.....	374
Winnemucca Water and Light Company, Water Rates.....	382

O



STATE OF NEVADA

FIFTH BIENNIAL REPORT

OF THE

Railroad Commission of

Nevada

1912

H. F. BARTINE - - - - - Chief Commissioner
J. F. SHAUGHNESSY - First Associate Commissioner
W. H. SIMMONS - Second Associate Commissioner
E. H. WALKER - - - - - Secretary
W. K. FREUDENBERGER - - - - Chief Engineer



CARSON CITY, NEVADA
STATE PRINTING OFFICE . . . JOE FARNSWORTH, SUPERINTENDENT
1913



ERRATA

On title page "Fifth Biennial Report" should read "*Fifth Annual Report.*"

Line 32, page 15, should read, "*bases* which would give any idea," etc., instead of "*basis* which would give any idea," etc.

Table No. 1, page 18, under heading "Population per Mile of Road," in line "For Whole United States," should read 395, instead of 195.

The last column in same table headed "Average Number of Passengers Carried per Mile of Road," should be eliminated.

The last column in Table No. 2, pages 18 and 19, headed "Percentage of Increase Passengers Carried 1910 over 1900," should be changed to read "Average Number of Passengers Carried One Mile per Mile of Road," and thereunder in the line designated "Total for Group 6" there should appear 114,737 passengers carried one mile per mile of road, whereas for Group 10 there should appear 143,342 passengers carried one mile per mile of road. Under the same heading there should appear in the line for the "Whole United States" 158,169 passengers carried one mile per mile of road. Also total in Table No. 2, page 18, reading 16,726,209 should be 16,727,209.

In Table No. 3, page 20, "Operating Expenses per Passenger per Mile" for Group No. 6 should read \$0.0126, instead of \$0.126.

In Table No. 7, page 27, "Operating Expenses per Passenger per Mile," shown for the Central of New Jersey and the Delaware, Lackawanna and Western Railroads, should read, respectively, "0.85 cents" and "0.92 cents," instead of "0.085 cents" and "0.092 cents."

On page 32, third paragraph, line 8, the word "interstate" should read "*intra-state.*"

In Table No. 11, page 32, the Interstate passenger revenue should read \$2,267,459.45, instead of \$2,276,439.45.

In the same table the designation of the last item shown therein should be changed to read as follows: "Percentage greater *that* the intrastate earnings per unit of passenger traffic are over those of interstate and all passenger traffic."

FIFTH ANNUAL REPORT

OFFICE OF THE RAILROAD COMMISSION OF NEVADA,
CARSON CITY, NEVADA, January 1, 1913.

HON. T. L. ODDIE, *Governor of Nevada.*

SIR: The Railroad Commission of Nevada submits this, its fifth annual report, covering the work of the Commission for the calendar year ending on the 31st day of December, 1912.

THE RENO CASE

The delay by the Supreme Court of the United States in deciding the fourth section cases appealed from the Commerce Court has, in a degree, made the year one of waiting, rather than of results in the now somewhat noted Reno case. And yet the period has not been wholly lacking in substantial benefits to the State, even with respect to the case named. Early in May the Commission was notified of another hearing before the Interstate Commerce Commission at Washington, the railroads concerned having been cited to show cause why commodity rates should not be fixed in the so-called intermountain cases, the Reno case being one of them.

THE MAY HEARING

This hearing was attended by Chief Commissioner Bartine, First Associate Commissioner Shaughnessy and the late Attorney-General, Cleveland H. Baker.

At the session the railroads offered a compromise in the Reno, Spokane and Phoenix cases. The compromise proposed was, in brief, a reduction of about 20 per cent in the rates on several hundred articles named, in consideration whereof the three cases were to be dismissed.

Spokane practically accepted the railroad proposition. In that case the expense had been borne entirely by citizens of Spokane. It appeared that they had wearied of the constant expenditure of money, and preferred to accept a comparatively small part of what they were fairly entitled to rather than prolong the contest. It is within the limits of conservatism to estimate that the money thus expended by the commercial interests of Spokane during the last five or six years equals, if it does not exceed, the entire expense of maintaining the Nevada Railroad Commission during the same period of time.

COMPROMISE REJECTED

The Nevada Commission promptly rejected the proposed compromise, and those in charge of the Phoenix case supported the Nevada Commission in its stand. The final outcome was that the Interstate Commerce Commission insisted upon the railroads at once making the reductions proposed, with some additions suggested by this Commission, while the Reno and Phoenix cases retained their places upon the docket, to be taken up again later, if necessary.

The expression "if necessary" is used because if the fourth-section orders are sustained by the Supreme Court it will not be necessary to

press these cases further for the present—that is to say, not until conditions change.

The character and effect of the fourth-section orders were quite fully explained in our last annual report, and it is not necessary to repeat further than to say that if upheld those orders will probably save the people of this State a round half-million dollars annually, or more than twenty-five times the cost of maintaining this Commission. The concessions actually made may be fairly estimated at about \$50,000 a year.

NOT A FINAL SETTLEMENT

It should be clearly understood that these reductions in rates were not accepted as a final settlement, but merely as an immediate concession pending the decision of the fourth-section orders. If those orders are sustained, very much lower rates will at once go into effect. If those orders are held to be invalid, then we may at once proceed again with the Reno case. In such event there is no doubt that we will get an order quite as good in a substantial way, and one that will be free from the technical objections urged against the fourth-section orders.

SUBSTANTIAL RESULTS ATTAINED

Thus it has been shown that although the Reno case has not been finally settled, it has already resulted in securing most substantial advantages to the people of this State. But what has been stated does not by any means tell the whole story. Apart from the benefits of the reduced rates expressed in dollars, there have been other and important effects. It is enabling our merchants and dealers to do much business along their respective lines that formerly could not be done by them. It is giving them a firmer and stronger hold upon the Nevada markets, and with the final decision of the case it is morally certain that the commercial field of Nevada will be under the full control of Nevada men.

The prospective effect of this upon the future upbuilding of the State can hardly be overestimated.

PRIMARY OBJECT OF THE RENO CASE

But we do not stop even here. The Reno case was instituted to secure just rates upon freight brought into the State from eastern territory. The custom had long prevailed under which the Southern Pacific Company charged upon such freight destined to Nevada the full terminal rate to the coast, with the local charge from Sacramento to the Nevada point of consignment added. This latter is what is popularly known as the "back-haul charge."

Most of this has been eliminated with respect to goods moving under class rates, but the great bulk of the traffic moves under special rates known as "commodity rates." Upon this the "back-haul charge" is still in effect except as it has been reduced by the concessions heretofore mentioned.

CALIFORNIA COMMERCIAL INTERESTS OPPOSED

When the Reno or more properly the "Nevada" case was brought before the Interstate Commerce Commission, the commercial interests of San Francisco and Los Angeles intervened against us, and took sides with the railroad for the maintenance of the rates from the East into Nevada. The reason is obvious. The method of charging gave the

coast cities virtual control of the distributing trade throughout this State.

These antagonistic interests were represented at the first hearing in Reno. The strength of the case as then made by this Commission was so evident that it became a moral certainty that substantial reductions in rates would be made from the East to points in Nevada. It was not believed by those who represented the coast cities that we would secure full terminal rates, but they realized that any reductions to Nevada would deprive the coast jobbers of a portion of the advantage which they enjoyed. To offset such reductions and enable them to hold their ground in Nevada, they must have lower rates from the coast cities eastward over the lines of the Southern Pacific.

RATES FROM SACRAMENTO EASTWARD

Accordingly, before the Interstate Commerce Commission took any definite action in the Reno case, the Traffic Bureau of the Merchants' Exchange of San Francisco brought a proceeding before that commission to secure lower rates from Sacramento eastward to all points upon the main line of the Southern Pacific Company in the States of Nevada and Utah up to but not including Ogden.

In June, 1910, the case was decided and by the decision class rates on east-bound freight from Sacramento to Nevada points on the line of the Central Pacific were reduced by from 30 to 40 per cent. Owing to the fact that the Reno case has not been fully decided, and due also in part to the high local rates in Nevada, these reductions have not as yet operated much to the advantage of the jobbing trade of Reno. But upon the whole they have been highly beneficial to the consuming public of the State. Lower rates on freight into the State from either direction must, of necessity, be advantageous to the people as a body. With the final decision of the Reno case, and a proper adjustment of local rates upon the main Central Pacific line in Nevada, the local jobber will receive his full and proper share of the benefits, and a most favorable traffic condition will have been created.

THE WHOLE STATE BENEFITED

It must be rembered also that these benefits are not confined to points upon the main Central Pacific line. They automatically extend to every part of the State that is tributary to the main line. For example, there is a certain area of territory that must look to Reno as the immediate source of supply. Another depends upon Lovelock, still others upon Winnemucca, Elko and other main-line points. Lower rates to those points mean lower prices in the various areas served therefrom.

EXTENT AND COMPLEXITY OF PROBLEM

The foregoing shows not only how far-reaching have been the effects of the Reno case, but also how large, complex and ever-changing is the great problem of transportation with which this Commission is dealing. All things considered, it is doubtful if any other State Railroad Commission has had to grapple with a situation quite so difficult as the one that has confronted this Commission from the beginning of its work.

In the transportation sense the State is at a geographical disadvantage, being, as railroad traffic managers have termed it, noncompetitive territory. This circumstance had been invoked in justification

of rates unreasonably high and out of all proportion to what the State was fairly entitled to. These excessive rates had been in effect for many years, and were strongly entrenched behind the barriers of precedent. It was no small task to attack successfully rates thus established and fortified, because both the Interstate Commerce Commission and the courts had measurably given the method of rate-making in force the sanction of their approval. Besides all this, we have had to contend with the potential opposition of the wealthy and populous cities of the coast, anxious to retain their commercial advantages at our expense.

GOOD PROGRESS MADE

But despite these obstacles very substantial progress has been made. By its decision relative to class rates in the Reno case the Interstate Commerce Commission has strongly condemned the method of rate-making for the intermountain region by the great transcontinental lines, which method had been in use for about a third of a century, and which has already been sufficiently explained. The same method should be condemned when applied to commodities, saving, perhaps, in a few instances, wherein the transportation of a commodity is subject to very exceptional conditions. In deciding the so-called "intermountain cases" the Interstate Commerce Commission has employed argument and illustration identical in substance with those advanced by this Commission in the Reno case. From this we are justified in believing that in the near future we shall secure the full measure of relief to which we are entitled in the matter of transcontinental freight charges.

SHOULD HAVE BETTER THAN TERMINAL RATES

There is no just reason why upon a fair average the freight charges from the East should be higher to Nevada points than to the coast terminals. If, because of the tonnage moving by water from the Atlantic seaboard to the Pacific Coast, rates from New York to the coast cities should be made a little lower than to Nevada, then from Chicago and territory west of that city to Nevada the rates should be lower than to the coast, because there can be no water competition to affect the rates, while the haul is very much shorter.

EFFECT OF LOW RATES FROM CHICAGO

Even terminal rates from Chicago territory would nearly settle the present issue. We now receive about 75 per cent of all our freight from that city and points west of it. With lower rates from that territory this proportion would steadily and largely increase, as they would stimulate the production in the Middle West of those things which we bring into the State for use. Besides the lowering of the rates from middle western points will naturally force the Atlantic coast cities to meet those rates in order to retain their trade with this section. The commercial interests of New York fully understand this, and hence are fighting hard to prevent Chicago from getting an advantage in rates.

So we have good reason to be hopeful with respect to this, the most important single feature of our transportation problem.

LOCAL RATES AND FARES

But the question of local freight rates and passenger fares is scarcely less important. With respect to these the Commission is able to report

substantial progress during the year. The matter of passenger fares upon the Southern Pacific Company's lines in Nevada has been under consideration for some time, and an order relative thereto will be made before this report is in print.

MANY COMPLAINTS ACTED UPON

During the year the Commission has received and considered more than fifty complaints, formal and informal, large and small. A number of them have been cases of alleged overcharges, and in most of them the Commission has been able to secure for the complainants satisfactory adjustment.

A full list of the cases acted upon appears later in this report.

REDUCTIONS OF NEVADA NORTHERN

The most important readjustment of rates that the Commission has been able to bring about this year has been upon the Nevada Northern Railway, extending from Cobre, on the line of the Central Pacific Railway, to Ely. This matter was taken up by the Commission on its own motion, and after a number of hearings the freight rates and passenger fares were reduced so as to effect a saving to the traveling, shipping, and consuming public of \$65,000 annually, basing the percentage of reduction upon the last twelve months' business. As an illustration of the nature of the passenger fare reduction it may be stated that the rate from Cobre and Shafter at the north to Ely at the south the fare was reduced from \$8 to \$6.30—\$1.70 saving per trip to each passenger, or for the round trip \$3.40. The details of this case are given in the list of cases following.

ACTUAL SAVINGS

With the question of transcontinental commodity rates still unsettled, it is ultraconservative to estimate the savings effected by the Commission at \$665,000 a year.

This may be apportioned as follows:

Virginia and Truckee Railway, passenger and freight.....	\$12,000.00
Nevada Northern, including last adjustment.....	155,000.00
Coal rates, Utah and Wyoming to Southern Pacific main-line points.....	10,000.00
Flour and grain rates, Reno to Tonopah and Goldfield.....	23,000.00
Wells, Fargo & Company—Express rates.....	20,000.00
Round-trip passenger fares on Southern Pacific Company's lines in California and Nevada.....	30,000.00
Reductions in lumber rates on Southern Pacific and Tonopah and Goldfield roads, Verdi to Tonopah, Goldfield and other southern Nevada points.....	50,000.00
Reductions in Reno case:	
Class rates.....	300,000.00
Commodity rates.....	50,000.00
Miscellaneous small reductions.....	15,000.00
Total savings.....	\$665,000.00

COMPARISON WITH COST OF COMMISSION

At the ratio of expenditures for 1911, the annual expense of maintaining the Commission is, in round figures, \$18,500. That is to say: For every dollar the Commission costs, there has been a saving to the people of \$35.

More specifically, the reductions on the Virginia and Truckee Railway, a small local road, will cover nearly two-thirds of the entire expenses of the Commission.

Reductions on the Nevada Northern amount to more than eight times the cost of the Commission.

The savings on the round-trip tickets in Nevada between Nevada and California points amount to more than one and one-half times the cost of maintaining the Commission.

The reductions in grain and flour from Reno to southern Nevada points exceed the entire expenses of the Commission.

The reductions on coal alone will more than one-half cover the expenses of the Commission.

The small miscellaneous reductions will cover three-fourths of the cost of maintaining the Commission.

While many do not realize that anything has been done with express rates, it is worthy of note that express rates alone have been reduced sufficiently to more than pay all the expenses of the Commission.

The reductions in class and commodity rates obtained in the Reno case amount to nearly twenty times the cost of the Commission.

The reductions in lumber rates amount to more than two and one-half times the cost of the Commission.

A reduction in the commodity rates as asked for by the Commission in the Reno case, or as will follow from the enforcement of the Interstate Commerce Commission's fourth-section orders, will easily result in saving \$500,000 more each year.

If the fourth-section orders are not sustained by the Supreme Court, then the Interstate Commerce Commission must make an order in the Reno case fully as good and perhaps better.

In any event we may safely estimate that within the next twelve months the reductions will amount to considerably more than \$1,000,000 annually—approximately fifty-four times the cost of the Commission.

RAILROAD VALUATIONS

During the last three years upon the basis of data furnished by the Railroad Commission, railroad and other public utility valuations for taxation have been increased about \$17,000,000 annually. These increases could not have been made except through the work of the Commission.

Assuming the state, county and municipal taxes to average $2\frac{1}{2}$ per cent we have here increased valuations to a sum which will produce \$425,000 a year in taxes—twenty-three times the cost of the Commission.

With a state rate of 60 cents on the \$100 valuation this will add \$102,000 annually to the revenues of the State—more than five times to cost of the Commission.

As a cold business proposition the Railroad Commission of Nevada has certainly been a success.

COMPARATIVE COST OF COMMISSIONS

It may also be both interesting and instructive to compare the cost of railroad and public service regulation in this State with the expense incidental to such regulation in other States. Therefore the following table is here given:

A glance at the foregoing table will show that the expense of maintaining the two Nevada Commissions—that is to say, the Railroad Commission and the Public Service Commission—is very much less than in any other State.

As striking examples, we may take the States of Virginia and Texas, the two States in which the expenses are the lowest. We observe that in Virginia the total is \$42,900 and in Texas \$63,680, while in Nevada it is \$27,500. In Virginia the expense is more than 50 per cent over ours, while in Texas it is considerably more than twice as great. In very few of the States are the total expenses less than \$100,000, while in others the cost runs from \$200,000 upward to something approximating a million, as in New York when the city is included.

It may be said that Nevada is a small State, and of course this is true; but it must be borne in mind that our State is also one of high price levels—the highest probably in the United States. The fact should also be kept in view that the railroad question is more important relatively here than in any other State, and that our people are more dependent upon just and proper regulation than those of any other.

Moreover, the figures given with respect to other States do not tell the entire tale of expense. In Washington, for instance, there is a total appropriation of more than \$150,000 annually. But in addition to this private individuals, commercial bodies and municipalities have advanced sums in proceedings designed to secure just and fair rates, exceeding by far the total appropriation for the maintenance of these Nevada Commissions.

It should be noted, further, that the salaries paid the Commissioners in this State are far below the average. These run generally from \$4,000 to \$15,000, while ours average a little less than \$4,000. Our Chief Commissioner is paid \$5,000 a year, the First Associate \$4,000 and the Second Associate \$2,500. The reason for the difference is to be found in the qualifications of the members. The Chief Commissioner must be a lawyer, well versed in railroad law; the First Associate must be a practical railroad man, and the Second Associate must be a business man having a general knowledge of fares, freights, etc. The first two named are expected to give their entire time to the work, and do so. As a result of the special qualifications of the Commissioners, and, it may be added, of the Secretary, who is required to be a rate expert, and who is an excellent one, the Commission has thus far had to employ but a single expert at a cost of about \$1,000. And this in the face of the fact that the Commission has had some of the most important railroad suits and proceedings ever prosecuted or defended either in the federal courts or before the Interstate Commerce Commission. In brief, it has practically done its own work, and performed all of its duties, both legal and expert, with so little of outside aid as scarce to be worthy of mention.

The salary of the Secretary is also well below the average. A few are paid lower salaries, but they are in States where the general scale of wages is much lower than in Nevada. Besides, our Secretary acts as rate expert in addition to his other duties. In other States rate experts are employed at salaries ranging from \$1,800 to \$4,000 a year. The Secretary of this Commission should, in common justice, receive \$3,000 a year, and if our State finances were in better shape we should certainly urge an advance over his present salary of \$2,400. The

importance of the special qualifications of the members of this Commission and its subordinates is further emphasized by the fact that in other States there are additional appropriations for the employment of clerks and experts ranging from \$7,000 to \$50,000 annually, as a glance at the table will disclose.

COURT CASES STILL UNDECIDED

We very much regret to report that none of the cases involving the validity of orders made by this Commission have yet been decided by the United States District Court in which they are pending.

This is unfortunate, because the nature of the main issue raised is such that we are left in uncertainty as to how we should proceed in other similar cases. The point is made that an order reducing local rates necessarily affects interstate rates, and is therefore void as an interference with interstate commerce. We do not regard this contention as a sound one in its application to any order made by this Commission. Our orders have simply prescribed reasonable rates for local traffic; and we are at a loss to see how such orders can unduly affect interstate commerce. An order reducing local rates is very likely to have some incidental effect upon interstate rates, but the Supreme Court of the United States has repeatedly held that this is not enough to invalidate the order of the State Commission. To do so the effect must be undue, direct and substantial. We do not believe that the highest court of the nation will ever deviate from this principle. Still, with this issue pending, it is difficult for us to proceed. We are hopeful, though, that such decisions will be soon handed down and that they will be of such tenor as to make our future course perfectly clear.

WORK OF THE COMMISSION INCREASING

While we may not soon have other cases equal in magnitude to the Reno case, the work of the Commission is increasing, and will continue to do so as time goes on. More complaints were made and more cases were disposed of in 1912 than in 1911. There has been a very considerable extension of railroad mileage in the State since the Commission was created. The Western Pacific, a main trunk line, has been completed, and we now have three such lines crossing the State. The total mileage within our borders has increased from 1,535.28, in 1907, to 2,314.00, in 1912.

NEW RAILROAD CONSTRUCTION

The work of new construction is still going on. The Southern Pacific Company has begun the double tracking of the Central Pacific Railway and there is no doubt that it will be pressed rapidly to completion. A branch line is being built from Fernley, in Lyon County, on the main line of the Central Pacific, northward past Pyramid Lake to strike the rich timber belt of northeastern California with the object, as it is now understood, of ultimately extending, by connections, to Portland, Oregon.

This is a most important work, and especially in view of the further fact that the narrow-gage portion of the Nevada and California road is now being broad-gaged between Tonopah Junction and Owenyo. With this latter completed there will be direct standard-gage connection over the lines of the Southern Pacific Company all the way from Los Angeles, California, to Portland, Oregon. Of this line the Nevada

mileage will greatly exceed that of the San Pedro in Nevada, and it will not fall much short of the trunk-line mileage in Nevada of the Central Pacific itself.

Another very important piece of branch-line construction in contemplation is from Twin Falls, Idaho, to Wells, Nevada, on the main line of the Central Pacific.

The Copper Belt Line in Lyon County has extended its mileage, and there is considerable other new construction now under consideration. This, however, has not taken form definite enough, as yet, to call for specific comment.

All of this development and extension of railroads is bound to inure largely to the benefit of the State. Every new road opens up new territory and is a most potent factor in the development of the State's resources of every kind. It also means more and more work for this Commission. Every new road does business under conditions peculiar to itself and calls for the application of new ideas in railroad regulation.

A MAXIMUM OF EXPENSE

Still there is no reason to suppose that the expenses of the Commission will materially increase at any time in the near future. All of its members have learned much by their experience and the office force is thoroughly efficient. This enables the Commission to do much more effective work than it could at the beginning, and it gives assurance of its being able to take care of its increasing business at a minimum expense.

CASES AND CORRESPONDENCE

The cases taken up and considered in 1912 are suggestive of the increasing business of the Commission, the number having risen from 31 in 1911 to more than 50 in 1912. The growth of the correspondence is also strikingly significant. There were some 300 more letters written this year than last, the number for 1912 being about 2,500.

We now come to a statement of the various cases in detail, showing the nature of each case and its disposition.

Case No. 155—Passenger Rates on the Southern Pacific Company in Nevada.

This case was submitted to the Commission on December 20, 1911, the procedure in the same being fully set forth on pages 51 and 52 of the Commission's fourth annual report for the year ending December 31, 1911.

The case was decided November 9, 1912, the opinion and order of the majority of the Commission and the dissenting opinion of the Chief Commissioner reading as follows:

BEFORE THE RAILROAD COMMISSION OF NEVADA

[Case No. 155]

IN RE REASONABLENESS OF THE LOCAL ONE-WAY PASSENGER FARES IN BOTH DIRECTIONS BETWEEN STATIONS ON THE LINES OF THE SOUTHERN PACIFIC COMPANY IN THE STATE OF NEVADA.

RAILROAD COMMISSION OF NEVADA *v.* THE SOUTHERN PACIFIC COMPANY

Submitted December 20, 1911. Decided November 9, 1912.

APPEARANCES:

C. W. Durbrow, G. D. Squires and C. R. Lewers, Attorneys for Southern Pacific Company.

C. S. Fee, Passenger Traffic Manager, Southern Pacific Company.
 C. B. Sealy, Assistant to Passenger Traffic Manager, Southern Pacific Company.
 F. S. Howard, Rate Clerk, Southern Pacific Company.

FOR INTERVENER:

A. P. Matthews, Attorney for Western Pacific Railway Company.
 G. F. Herr, General Passenger Agent, Western Pacific Railway Company.

OPINION AND ORDER

SHAUGHNESSY, *First Associate Commissioner*:

This proceeding was begun on June 19, 1911, by the Commission on its own motion, under the provisions of subdivision b of section 12 of the Railroad Commission law of Nevada, for the purpose of inquiring into the reasonableness of the local one-way passenger fares, in both directions, between all stations on the lines controlled and operated by the Southern Pacific Company within the State of Nevada.

As the law under which we operate requires that all rates, fares, charges, classifications, or joint rates shall be just and reasonable on all traffic classifying as state commerce, it is the duty of the Commission to institute proceedings of this nature and if after hearing and investigation said rates or fares are found to be excessive, unjust, unreasonable or unjustly discriminatory, it becomes the further duty of the Commission to fix just and reasonable rates, fares, charges, classifications or joint rates to be imposed, observed and followed in the future—hence this action.

The Southern Pacific Company was cited to appear before the Commission on July 12, 1911, and participate in a formal hearing and investigation regarding the reasonableness of the local or intrastate passenger rates at present effective between points on its lines in Nevada.

Owing to the absence of Mr. C. S. Fee, passenger traffic manager of the Southern Pacific Company, in the Orient and later in Chicago and New York fulfilling business engagements which were made previous to the Commission's citation, it was necessary—in order that the investigation should be full and comprehensive—to postpone the hearing until October 25, 1911, at which time it was held.

Upon request, under date of September 29, 1911, the Western Pacific Railway Company was authorized by this Commission to intervene as a party in interest, and said company was represented at said hearing and investigation by its commerce attorney and general passenger agent.

Following the hearing the railroad's case was fully submitted on briefs December 20, 1911.

Since the final submission of evidence by the railroads in justification of their present schedule of local one-way passenger fares, the Commission has continued its investigation as to the reasonableness of said passenger rates upon the evidence submitted by the railroads and statistics on file in this office.

The Southern Pacific Company owns and operates across the State from east to west 448.66 miles of main line—which is a part of its through line between Ogden and San Francisco—and 222.73 miles of branch line running southwest from the said main line at Hazen, Nevada, to the Nevada-California state line.

The rate situation at present is as follows:

The local one-way passenger fares between points on the main line, are obtained by applying a 4-cent mileage scale to the actual distance, whereas upon the branch line, running south from Hazen, Nevada, the fares are made up by applying a 5-cent mileage scale.

An examination of the local one-way passenger fares in effect in other States was made at the hearing, and were found to be as follows:

State	Main Line Cents per mile	Branches Cents per mile
Nevada (S. P. Co.)	4	5
Oregon (all lines)	3	3
Washington (all lines)	3	3
Idaho (all lines)	3	4
Wyoming (all lines)	3	3
Utah (all lines)	3, 4	3, 4
Arizona (S. P. Co.)	4	4
New Mexico (S. P. Co.)	4	4
California (all lines)	3, 4	3, 4, 5

On the main line of the Southern Pacific Company between Colfax, Cal., and

the Nevada state line and between Banning, Cal., and the Arizona state line the local fare is 4 cents per mile.

The one-way passenger fare between San Francisco, Cal., and Ogden, Utah, distance 786 miles, has been \$23.58 during the past two years, but upon October 1, 1912, it was increased to \$30, or the same as it was prior to October 1, 1910. The reasonableness of the \$30 fare was challenged in the Salt Lake City Rate Case, 19 I. C. C. 218, and the Interstate Commerce Commission, after hearing and investigation finding the fare which averaged $3\frac{1}{4}$ cents a mile to be excessive and unreasonable, ordered it reduced to \$23.58 or 3 cents a mile. The order became effective October 1, 1910, but as the legal effect of an order by the Interstate Commerce Commission runs for a period of only two years, the Southern Pacific Company thereafter very promptly increased and reestablished the old grossly excessive and unreasonable \$30 fare on October 1, 1912. And, remarkable though it is, this action was taken in the face of the following finding by the Interstate Commerce Commission in the above-named case, i. e., "that the Southern Pacific Company in all the elements which should make for a low passenger rate surpasses most railroad systems in the United States."

In justification of the present rates and against any reduction in the same Mr. Fee, passenger traffic manager of the Southern Pacific Company, the principal witness, made the following showing:

That in so far as Nevada is concerned the situation is one largely of good passenger train service rather than a question of rates; that he did not consider the passenger service as a whole profitable, but in response to queries qualified the statement by stating that the passenger business between Reno and main-line Nevada points is fairly remunerative, but could not say as a fact, from the data at hand, whether or not the business on the branch line was less than fairly compensatory.

With respect to the weight which should be given various important factors in determining what is a just and reasonable rate, such as the ratio of expenses to earnings, the fact that practically all of the local business in Nevada is handled on through interstate trains and that the operation of train service in Nevada is much cheaper than upon the system as a whole, Mr. Fee, while admitting that some consideration might be given to these factors, was nevertheless firm in his opinion that they were not of very much importance and that the true factors, which he considered controlling, are density of population and volume of traffic.

In support of this theory and as indicating that local passenger rates in Nevada should be considered just and reasonable, comparative figures on the density of population, the volume of traffic and the average rate per passenger per mile in various States were put in evidence, and are as follows:

State	Population per mile of railroad	Total number of passengers carried year ended June 30, 1911	Average rate per passenger per mile, cents
Washington (all lines)	243	8,623,134	2.42
Minnesota (all lines)	232	14,266,516	2.26
Nebraska (all lines)	174	10,558,212	1.87
Oklahoma (all lines)	282	13,956,543	2.01
Wyoming (U. P. R. R.)	91	650,835	2.01
Nevada (S. P. Co.)	38	531,494	2.32

It was his opinion that there was some additional cost in performing the local passenger train service as compared to through train service, but was not prepared to say how much difference there was or that it was confined to purely intrastate business, as the same principle applied to local train service which was interstate in character, to wit, local train service which moves across a state line and is engaged in local traffic from within to without and from without to within a State.

In further justification of the present rates Mr. Fee, in addition to directing attention to the exceedingly fine train service which is furnished Nevada, showed that his company was, of its own volition, doing many things today for the substantial and permanent upbuilding of the State by extensive advertising in the East and by intelligent and painstaking effort on the part of numerous colonization agents, scattered over every State in the Union, to encourage *bona fide* settlers to come and locate in Nevada. A reduction in the rates might mean a curtailment of the train service. If such a condition arose, he was of the opinion that, if, for example, a man from Iowa was induced to come to Nevada with a view of locating and, although finding that the soil was such as could be culti-

vated with profit, it would be a very poor introduction if the train service which the company afforded was inadequate and that, therefore, it was his desire to keep the train service at as high a standard as possible consistent with the returns, both actual and prospective. Upon cross-examination, however, Mr. Fee qualified his testimony by stating that while a reduction in the said local fares might compel a curtailment of the local train service it could hardly be said that it would have any effect on the through train service, upon which practically all of the local business is handled within Nevada.

Continuing, Mr. Fee stated that the order of the Interstate Commerce Commission reducing the fare between San Francisco and Ogden from \$30 to \$23.58 has never been recognized as reasonable by the Southern Pacific Company and that the said \$30 fare, which is made up by a combination of the local one-way fares at present in effect between all stations intermediate to San Francisco and Ogden, was highly necessary to the company as furnishing a basis upon which to pro rate the earnings on through business between Pacific Coast territory and all territory east of the Missouri River. If the fares upon the main line of the Southern Pacific Company in Nevada were reduced to 3 cents a mile, it would not only cause a substantial loss in revenue from local business, but in addition thereto, by the automatic reduction that it would work in the combined \$30 local fare between San Francisco and Ogden, which is used by the Southern Pacific Company and its eastern connections as the basis of apportioning the revenue accruing from through joint business as between the different companies, the losses resulting therefrom would, in Mr. Fee's opinion, approximate \$200,000 per annum or an amount nearly equal to the local passenger earnings in Nevada.

In response to the Commission's request that the Southern Pacific Company obtain data and show the cost of performing the passenger service on both the main and branch line in Nevada, counsel for the company replied, under date of November 17, 1911, stating that, after repeated consultations with their auditor, Mr. A. D. McDonald, they were obliged to advise that it was impossible, without considerable expense and much labor and delay, to supply any data under this head that would be of service.

They were of the further opinion that segregating the passenger from the freight service and applying to the former basis which would give any idea of the expense of conducting intrastate passenger transportation in Nevada, performed as it is mostly on interstate trains, would be in the nature of guesswork, and of little value in the determination of this case.

In support of Mr. Fee's testimony that the cost of transacting intrastate passenger business was greater than for interstate business, counsel invoked the findings established by the master in the Minnesota rate cases, that the cost of the former exceeded the latter by 15 per cent in the State of Minnesota.

THE INTERVENER'S CONTENTION

The Western Pacific Railway Company showed that they parallel the Southern Pacific Company and serve the same territory in Nevada between Winnemucca and Wells, a distance of 182 miles, and that its one-way passenger fares are on the basis of 4 cents a mile in Nevada and Utah, while in California they are 3 cents a mile with the exception of that portion of the main line between Oroville, California, and the Nevada state line where the fare is 4 cents a mile, or the same as in Nevada. It was further shown that the said company had just completed construction and that the line had been taken out of the hands of the construction department and turned over to the operating department for full operation on July 1, 1911, the beginning of the last fiscal year. That at the present time operations were being conducted at a loss in Nevada, and that this condition would probably continue for some time owing to its being a new line and therefore necessary to develop a prosperous business. That the ratio of operating expenses to gross earnings at this time was necessarily high, but upon the whole the construction and the location of the said line was such that the company would, if it had a substantial volume of business, be enabled to operate more economically than the Southern Pacific Company. That while the said company is putting forth every possible effort to build up the State, a reduction in local fares would probably discourage the inauguration of improved local train service and that if a reduction to 3 cents a mile in the local rate was made in Nevada it would cause a substantial loss in revenue from local business. That the order of the Interstate Commerce Commission reducing the passenger fare between Ogden, Salt Lake City and San Francisco from \$30 to \$23.58 was a heavy blow to the Western Pacific Railway Company, and if a further reduction is

ordered by the Nevada Railroad Commission the said company will be subjected to serious additional disadvantages.

[Note—On October 1, 1912, the old \$30 fare was reestablished.]

That the Railroad Commission of Wisconsin conducted an inquiry some years since into the reasonableness of passenger fares within that State and arrived at the conclusion that the lowest basis that could be reasonably required was 2½ cents per mile, and that, therefore, if this basis is to be regarded as reasonable in a State as thickly populated as Wisconsin, it must be self-evident that 4 cents a mile cannot be unreasonable as a standard in the State of Nevada.

In addition to the foregoing the following points in argument were submitted and enlarged upon both orally and by brief.

First—The existing fares are not unreasonable *per se*.

Second—The passenger service in Nevada is of a very high grade.

Third—The existing fares are not unreasonable relatively.

Fourth—A reduction in the rates in Nevada would be followed by corresponding reductions elsewhere.

Fifth—In fixing fares in Nevada the interests of lines competing with the Southern Pacific Company should be considered.

INTERVENER'S EXHIBITS

Following is a copy of Intervener's Exhibits Nos. 1 and 2, covering the cost of construction of line within the State of Nevada and earnings and expenses local to said State, put in evidence by intervener:

Western Pacific Railway Company's Exhibit No. 1—Statement of Operations of Western Pacific Railway Company within State of Nevada:

Mileage within Nevada.....	
Cost of construction of line within State of Nevada to and including June 30, 1911.....	\$17,205,667.65
Taxes paid within State of Nevada prior to June 30, 1911.....	86,420.00
Wages paid employees within State of Nevada for the period beginning with the 1st day of January, 1911, to and including the 30th day of September, 1911.....	407,510.49
Earnings on local freight within the State of Nevada for the period beginning with the 1st day of January, 1911, to and including the 30th day of September, 1911.....	59,515.44
Earnings from interline freight in Nevada during the period beginning with the 1st day of January, 1911, to and including the 30th day of September, 1911.....	44,869.50
Returns from local ticket sales, including excess baggage, within the State of Nevada for the period beginning with the 1st day of January, 1911, to and including the 30th day of September, 1911.....	26,514.50
Returns from interline ticket sales, including excess baggage, in Nevada for the period beginning with the 1st day of January, 1911, to and including the 30th day of September, 1911.....	4,965.10

Signed: J. F. EVANS, General Auditor.

Western Pacific Railway Company's Exhibit No. 2—Passenger Revenue and Expenses of Passenger Operation in the State of Nevada, May to August 1911, inclusive, Intrastate:

Month	Number of passengers	Passengers one mile	Passenger revenue	Revenue per passenger per mile	Cost passenger operations	Cost per passenger per mile
May, 1911.....	597	27,890	\$1,106.89	3.97 cts.	\$1,099.88	3.94 cts.
June, 1911.....	687	31,666	1,137.86	3.59 cts.	1,250.11	3.95 cts.
July, 1911.....	1,408	51,344	1,187.31	3.68 cts.	1,762.85	3.43 cts.
August, 1911.....	1,417	55,835	2,064.98	3.70 cts.	1,706.83	3.06 cts.
Total.....	4,109	166,725	\$6,197.04	3.72 cts.	\$5,818.67	3.50 cts.

Correct:

(Signed) J. F. EVANS, General Auditor.

Upon cross-examination it developed that the figures in Exhibit No. 1, with the exception of the cost of construction of line in Nevada, were vague and indefinite, for the reason that the earnings and expenses accruing from January 1 to June 30, 1911, of the period shown, were taken into construction account. In other words, as the line was, prior to July 1, 1911, in the hands of the construction department, that portion of the expenses which are in excess of the revenues would be charged to construction account and is therefore included within the \$17,205,667.65, the cost of constructing the line within Nevada.

In explanation of Exhibit No. 2, counsel stated that the average cost of operation per passenger per mile, of 3½ cents shown therein, is made up from the

cost of conducting all the passenger business in Nevada and that for the purposes of this exhibit no distinction has been made between the cost of conducting local and through train service. The exhibit is not representative, for the reason that it covers business for a period when it may fairly be said that the line had not perfected necessary traffic alliances with connecting lines and therefore had not begun aggressive operation.

It is proper to mention that no new line can, as a rule, be placed upon a paying basis within the first or second year of its operation—often not within three years—even if the rates were upon a much higher scale than those which are under consideration in this proceeding.

Information has been secured from which we understand that since the first of the present year joint passenger agreements have been executed between the Western Pacific-Rio Grande system and their eastern connections at Denver whereby through and colonization business will be handled jointly over said roads, thus very substantially increasing the passenger revenue of the Western Pacific Railway and at the same time, by reason of the increased volume of business, largely reducing the unit cost of operation per passenger per mile.

The local passenger business of said company within Nevada is handled upon its through interstate passenger trains and no additional expense is incurred, or found necessary, in furnishing a local train service for the conduct of said business.

Without reference to the local situation we find that the Western Pacific Railway's average passenger train earnings per mile as a whole for the current fiscal year, based upon the earnings reported for the months of July, August, September, and October, 1911, will amount to \$1,384. By comparison we observe that the passenger train earnings per mile of the Missouri Pacific Railway Company for the year ending June 30, 1911, are \$1,550.40, from which we are forced to conclude that the Western Pacific Railway Company is making a fairly good showing for a line that is just beginning operation.

After a most careful investigation we are unable to find wherein the Western Pacific Railway Company's earning power will be substantially injured by any action this Commission may take in prescribing a just and reasonable fare for local passenger service on the lines of the Southern Pacific Company within Nevada. The impairment of earnings, if any, will be confined to local business, over that portion of the line which parallels the Southern Pacific Company between Winnemucca and Wells, where it may be necessary to meet the competitive rates maintained by the Southern Pacific Company.

While we have given intervenor's petition the fullest consideration possible, we cannot allow it such weight as would prevent action in this proceeding, for the reason that the question before us turns entirely upon what constitutes a reasonable rate for passenger service between points on the line of the Southern Pacific Company within Nevada.

The people who live along the line of the Southern Pacific Company are entitled to the lowest rates consistent with what will constitute a fair compensation to that company for the service rendered without reference to the competitive effect it may have upon some new or weaker line. Otherwise the supposed advantage of competing lines becomes a detriment if rates of an old well-established and prosperous line are to be maintained at a point which is excessive, simply in order to meet the necessities of a new or weaker line. This feature of the situation may be viewed from another standpoint. If, for example, a new and modern line with superior facilities should invade the territory of an old-established line, which may not have been economically constructed and operated, and should, therefore, by reason of superior line and equipment, be enabled to render service at lower rates, the public would be clearly entitled to this cheaper transportation service and the old or original line could not be heard to complain that the new line should make and maintain rates unnecessarily high, merely for the purpose of insuring a return upon the value of the old and less efficient line. To find otherwise would mean the abolition of the natural law of competition—under which the people are entitled to the advantages accruing therefrom in every line of endeavor—and put a premium upon obsolescence and inefficiency.

CONSIDERATION OF THE FACTS

We come now to a consideration of the facts upon which the Southern Pacific Company pleads justification of the present passenger-rate situation.

As the population of central and eastern territory is from two and one-half to ten times as dense as it is in extreme western territory we may, by noting its effect

upon the passenger business in eastern, central and western territory, form a conclusion as to how much weight should fairly be given to defendant's testimony—that density of population and volume of traffic are controlling in measuring the reasonableness of rates in different localities.

The following two tables show, for the years ending June 30, 1900 and 1910, certain defined Central and Western States under the heading of Groups 6 and 10 as classified and shown by the Interstate Commerce Commission for statistical purposes, the official railroad mileage and the population of each State, group, and the whole United States, population per mile of railroad by States, group, and the whole United States, total number of passengers carried in each group and the whole United States, and the average number carried per mile of road:

TABLE No. 1
For the year ending June 30, 1900

States	Official railroad mileage classified by States	Population census, 1900	Population per mile of road	Number of revenue passengers carried	Average number of passengers carried per mile of road
<i>Group No. 6</i>					
Wisconsin.....	6,539	2,069,042	317		
Illinois.....	11,048	4,821,550	486		
Minnesota.....	6,997	1,751,394	252		
Iowa.....	9,370	2,231,853	238		
Missouri.....	6,887	3,106,665	462		
North Dakota.....	2,811	319,146	113.5		
South Dakota.....	2,962	401,570	135		
Total.....	46,614	14,701,220	380	(*)	(*)
<i>Group No. 10</i>					
Nevada.....	920	42,335	46		
Idaho.....	1,319	161,772	122.5		
Arizona.....	1,516	122,981	81		
Utah.....	1,582	276,749	174		
California.....	5,588	1,485,053	266		
Oregon.....	1,671	413,536	248		
Washington.....	2,888	518,108	179		
Total.....	15,486	3,020,479	195	30,332,094	2,023
Whole United States.....	192,940	76,303,387	195	576,831,251	2,890

*Not available because of change in the group territory

TABLE No. 2
For the year ending June 30, 1910

States	Official railroad mileage classified by States	Population, census 1910	Population per mile of railroad (average)	Number of revenue passengers carried	Percentage of increase in population 1910 over 1900	Percentage of increase passengers carried 1910 over 1900
<i>Group No. 6</i>						
Wisconsin.....	7,328	2,333,880	318		12.80	
Illinois.....	11,876	5,638,581	475		16.95	
Minnesota.....	8,669	2,075,708	239		13.50	
Iowa.....	9,783	2,241,771	228		(Dec.) 3	
Missouri.....	8,078	3,253,335	408		6.0	
North Dakota.....	4,201	577,056	137		81.0	
South Dakota.....	3,948	583,888	148		45.4	
Total.....	53,838	16,726,209	316	144,482,000	13.7	(*)

*Not available.

TABLE No. 2—Continued

Group No. 10						
Nevada.....	2,276	81,875	38		98.5	
Idaho.....	2,168	325,594	150		101.1	
Arizona.....	2,097	204,354	97		66.3	
Utah.....	1,986	373,351	188		34.9	
California.....	7,655	2,377,549	310		60.0	
Oregon.....	2,278	672,765	235		62.8	
Washington.....	4,858	1,141,990	235		120.0	
Total.....	23,319	5,177,478	222	64,649,000	71.4	112.6
Whole United States....	240,830	91,972,266	382	971,683,199	20.4	68.5

REGARDING DENSITY OF POPULATION AND TRAFFIC

An examination of Tables Nos. 1 and 2 shows the relative increase in population, railroad mileage, and passengers carried for the years 1900 and 1910.

The population in Group 6 is three and one-fourth times larger than it is in Group 10. In view of the contention that denser population justifies lower passenger fares, it is proper to note that the average number of passengers carried per mile of road is actually greater in Group 10 than in Group 6. From this pertinent fact it is apparent that density of population is not always of controlling importance. Where it is dense the transportation business may be, and often is, divided between many railroads that are encouraged to enter the field, and therefore it does not always follow that railroads serving densely populated territory will be able to show greater density of traffic or better net earnings per mile of road than the railroads that serve less densely populated territory where business is not divided among so many railway systems. This we find is true as between Groups 6 and 10. In the former group where the local traffic is exceedingly heavy, it is, in addition to being divided between more miles of railroad, more costly for the reason that frequent and expedited train service is demanded and as local business is largely short-haul traffic, heavy or adequate train-loading is impracticable, while in Group 10, with a substantial volume of business and through long-haul traffic predominating, divided among a lesser number of railroads and fewer trains and facilities necessary to meet the public service, the companies are enabled to secure heavier train-loading. Thus the train service necessary to handle the traffic is reduced to a minimum and a very substantial saving is effected in operating expenses by the reduced train service expenses, and also in maintenance charges to whatever extent an increased train service would affect them.

COMPARATIVE REVIEW OF RAILROAD STATISTICS

In the following table will be found a comparison of railroad operating statistics for Groups 6 and 10, including the general average for the whole United States, for the year ending June 30, 1910:

TABLE No. 3
For the year ending June 30, 1910

Items	Group No. 6	Group No. 10	General average whole United States	Percentage of increase Group 10 over Group 6
Average number of passengers carried one mile, per mile of road.....	114,737	143,342	138,169	25.3
Average number of passengers per train.....	53	67	56	26.4
Average distance passengers carried (miles).....	40.76	48.24	33.50	18.3
Average amount received from each passenger.....	\$0.77	\$1.10	\$0.65	42.8
Average receipts per passenger per mile.....	\$0.0189	\$0.0229	\$0.0194	21.1
Passenger train revenue per train mile.....	\$1.24	\$1.74	\$1.30	40.3
Passenger train revenue per mile of road.....	\$2,657.00	\$3,740.00	\$3,228.00	40.8
Total operating revenue per mile of road.....	\$9,701.00	\$10,998.00	\$11,538.00	13.3
Total operating expenses per mile of road.....	\$6,452.00	\$6,452.00	\$7,658.00	(Dec.) 0.46
Net operating revenue per mile of road.....	\$3,217.00	\$4,536.00	\$3,880.00	41.0
Ratio of operating expenses to revenues (per cent).....	66.84	58.72	66.29	(Dec.) 12.1
Operating expenses per train mile.....	\$1.44	\$1.81	\$1.49	25.7
Operating expenses per passenger per mile (gross earnings basis).....	\$0.126	\$0.01345	\$0.01284	6.74

By an examination of Table No. 3 it will be observed that the passenger earnings per train mile and per mile of road and the gross earnings per mile of road are much larger in Group 10 than they are in Group 6, while the operating expenses per mile of road are in fact lower for the western group than for the central group. Further comment on these statistics will be made as occasion demands later on.

POPULATION AND OPERATING DETAIL FOR TEN-YEAR PERIOD

In the following two tables will be found a comparative showing for the years 1900 and 1910, for Group 10 and the United States as a whole, of the population, railroad operating mileage, gross and net earnings, dividends and interest paid, and complete operating results subdivided and shown in statistical detail, including percentages of increase for the ten-year period:

TABLE NO. 4
For the years ending June 30, 1900 and 1910

	Group No. 10			The whole United States		
	1900	1910	Percentage of increase 1910 over 1900	1900	1910	Percentage of increase 1910 over 1900
Population (census 1910)	3,020,479	5,177,478	71.5	76,303,337	91,972,266	20.5
Population per mile of railroad	15,436	22,632	46.3	199,456	332	(Decrease) 13.3
Railroad operating mileage (single track)	1,028,460.01	9,109,749.229	232.9	16,038,076.200	32,338,496.329	25.8
Number of passengers carried one mile	\$20,770,572	\$72,161,062	247.4	\$321,242,666	\$623,892,473	96.8
Total passenger revenue	\$31,636,202	\$248,900,176	244.0	\$1,601,686,378	\$2,750,667,636	83.1
Total operating revenue	\$29,337,614	\$102,439,472	250.0	\$453,247,823	\$623,837,032	81.8
Net operating revenue	\$21,336,431	\$89,914,268	316.0	\$140,343,663	\$468,773,416	189.0
Dividends paid	\$17,636,436	\$43,749,268	148.4	\$234,477,406	\$398,553,066	103.6
Interest paid on bonds	\$18,626,706	\$113,549,684	498.0	\$334,791,488	\$636,383,472	109.7
Total dividends and interest paid	\$36,263,142	\$157,298,952	431.0	\$569,268,894	\$1,034,936,538	181.7
Operating revenue average per capita	\$27.09	\$44.67	77.5	\$19.83	\$30.25	53.2
Dividends and interest paid, average per capita	\$6.26	\$22.60	260.0	\$4.04	\$8.36	75.6
						Ratio of Group 10 to whole United States for year 1910
						5.6
						96.8
						9.40
						9.61
						11.47
						9.06
						11.97
						17.20
						10.36
						181.7
						188.8
						236.0

TABLE NO. 5
For the years ending June 30, 1900 and 1910

	Group No. 10		The whole United States				
	1900	1910	Percentage of increase 1910 over 1900	1900	1910	Percentage of increase 1910 over 1900	Ratio of Group 10. to whole United States for year 1910
Number of passengers carried one mile per mile of road	66,284	143,342	116.2	88,290	188,169	65.9	108.84
Average number of passengers per train	69	67	(Dec.) 2.9	41	56	36.6	120.04
Average distance passengers carried (miles)	28.28	48.24	70.7	27.80	33.50	20.5	144.04
Average amount received from each passenger	\$0.68	\$1.10	61.8	\$0.58	\$0.65	12.06	170.04
Average receipts per passenger per mile	\$0.0202	\$0.0229	13.3	\$0.0208	\$0.0194	(Dec.) 3.0	118.04
Passenger revenue per train mile	\$1.41	\$1.74	23.4	\$1.11	\$1.30	17.1	118.84
Passenger train revenue per mile of road	\$1,650.00	\$3,740.00	126.6	\$2,067.00	\$3,288.00	56.0	115.84
Total operating revenue per mile of road	\$6,497.00	\$10,968.00	69.3	\$7,722.00	\$11,553.00	49.6	86.14
Total operating expenses per mile of road	\$4,166.00	\$6,482.00	55.0	\$4,993.00	\$7,658.00	54.0	85.64
Net operating revenue per mile of road	\$2,331.00	\$4,486.00	94.4	\$2,729.00	\$3,895.00	42.7	118.44
Ratio of operating expenses to revenue (per cent)	64.13	58.72	(Dec.) 8.4	64.65	65.29	2.5	88.64
Operating expenses per train mile	\$1.55	\$1.81	16.7	\$1.07	\$1.49	39.2	121.54
Operating expenses per passenger per mile (gross earnings basis)	\$0.01295	\$0.01345	3.8	\$0.01358	\$0.01284	(Dec.) 5.4	104.74

Notable among the increases shown by Table No. 4 for Group 10 are the following:

Population, 71.5 per cent; railroad mileage, 46.3 per cent; passengers carried one mile, 202.9 per cent; passenger revenue, 247.4 per cent; gross operating revenue, 204 per cent; net operating revenue, 250 per cent; and sum total of dividends and interest paid, 498 per cent. When the percentages of increase in passenger traffic, earnings, expenses, dividends and interest, shown by Tables Nos. 4 and 5, are compared with those for the whole United States for the ten-year period, 1900 to 1910, it is seen that the transportation business in said group is remarkably profitable, and increasing with tremendous strides both actually and relatively.

For example, as shown by Table No. 4, that, whereas the passenger traffic throughout the whole United States increased 101.6 per cent and the passenger revenue 95.8 per cent, the same items in Group 10 increased 202.9 per cent and 247.4 per cent, respectively. Also while for the whole United States the following percentages of increase are shown: Gross operating revenue, 83.1 per cent; net operating revenue, 91.8 per cent; and the sum total of dividends and interest paid, 109.3 per cent, the same items in Group 10 increased 204 per cent, 250 per cent and 498 per cent, respectively.

This view is further supported by Table No. 5, wherein the operating results for Group 10 and the whole United States are shown in statistical detail.

Referring to the ratio column we find favorable to Group 10 the following items which are larger by the percentages shown than for the United States as a whole: Passenger traffic per mile of road, 3.8 per cent; average distance that passengers were carried, 44 per cent; average amount received from each passenger, 70 per cent; average receipts per passenger per mile, 18 per cent; passenger revenue per train mile, 33.8 per cent; and passenger revenue per mile of road, 15.8 per cent. Further, that while it is noted that gross earnings per mile of road are 5 per cent less in Group 10, operating expenses per mile of road are also less by 14.4 per cent and the higher operating efficiency obtaining in the same group is, therefore, reflected in the net earnings per mile of road which are 16.4 per cent greater than the general average for the whole United States. It is also observed that the train-mile expenses are 21.5 per cent greater in Group 10 than for the United States as a whole and that operating expenses per passenger per mile are 4.7 per cent greater. Likewise the following comparative summary of percentage increases exhibited by Table No. 5 is exceedingly favorable to Group 10:

Summary of Percentage Increases shown by Table No. 5, for the ten-year period, 1900-1910

	Group 10	Whole U. S.
Passenger traffic per mile of road.....	116.2 %	65.9 %
Average distance that passengers were carried.....	70.7 %	20.5 %
Average amount received from each passenger.....	61.8 %	16.06 %
Average receipts per passenger per mile.....	13.3 %	(Dec.) 3.0 %
Passenger revenue per train mile.....	23.4 %	17.1 %
Passenger revenue per mile of road.....	126.6 %	56.0 %
Total operating revenue per mile of road.....	69.3 %	49.6 %
Operating expenses per mile of road.....	55.0 %	54.0 %
Net operating revenue per mile of road.....	94.6 %	42.7 %
Operating expenses per train mile.....	16.7 %	39.2 %
Operating expenses per passenger per mile.....	3.8 %	(Dec.) 5.4 %

The above figures speak forcefully for themselves and except as to the increase of 3.8 per cent in the passenger mile cost in Group 10 no further comment is necessary. The increase in passenger mile cost is accounted for by a more frequent and greatly improved train service—especially in the adoption of higher speed train schedules and a much heavier passenger train equipment devoted to the public service today and also to an expensive modern passenger train service over a large portion of new railroad mileage where the traffic has not yet reached a profitable basis.

The foregoing shows conclusively that the transportation in Group 10 is exceedingly profitable, and the large increases shown for 1910 over 1900 are to some extent indicative of the wonderful development which is taking place in agriculture, fruit-raising, stock business, mining, and the lumber industry. In view of the remarkably rich and varied natural resources of the said territory, we may assume with perfect assurance that the development for the current ten years will far exceed that for the ten-year period which ended in 1910.

CAPITALIZATION AND REPRODUCTION VALUES

In the next table is a showing for the year ending June 30, 1910, in Groups 6 and 10 and the whole United States, of the railway operating mileage, the average "active" capitalization per mile of road for the United States as a whole, reported by the Interstate Commerce Commission as outstanding and covering 228,841 miles of railway property for the year 1910, the capitalized valuation of the railroads in the said groups determined by applying the said average capitalization per mile, also the average cost of reproduction per mile of road, and the total valuation of the railway property—using as a basis the said average cost.

In explanation of the average reproduction valuations per mile used as aforesaid, the \$54,201 shown in Group 6 is an estimate based upon what the State of Minnesota, after an expenditure of approximately \$100,000, under the able supervision of Consulting Engineer Dwight Morgan, actually found that it would cost as an average per mile of road to reproduce the railway property within the said State. Likewise the \$60,000 shown in Group 10 is an estimate based upon what the State of Washington, under the supervision of Mr. H. P. Gillette of New York City, a consulting engineer of high standing and ability, found it would cost as an average per mile to reproduce the railway property within said State.

While it is true that uniformity does not exist in the cost of constructing or reproducing railway property in different States, that it is more expensive in States having large terminals and in those where there is extensive mountain work, nevertheless, when those States in Groups 6 and 10 which are not burdened with expensive terminals and heavy mountain construction are considered, we are of the opinion that the varying conditions and costs largely offset each other and that, therefore, the physical valuations made in Minnesota and Washington are fairly representative of what the average cost of reproducing the railway property would be in each of the said groups.

The cost of reproduction in Group 10 is, by reason of the heavy mountain construction throughout certain portions of the territory, naturally more expensive than the same cost is in Group 6, where the territory is practically level and does not, therefore, offer the same construction difficulties. This in large measure accounts for the variation in these average costs.

Following the exhibit of said valuations the table shows the dividends declared from income and surplus and the interest paid upon the funded debt, as a whole and per mile of road, the percentage of return in dividends and interest upon both the capitalized and the reproduction value of the railway property in each of said groups and for the United States as a whole, in so far as the capitalized value is concerned, the total operating revenue, the average per capita transportation payments by the public necessary to produce the said gross earnings and the average per capita amounts necessary to pay the dividends and interest:

TABLE No. 6
For the year ending June 30, 1910

	Group No. 6	Group No. 10	For the whole United States
Railroad operating mileage (single track)	51,890	22,652	*228,841.36 miles
Average "active" capitalization per mile of road for whole United States (228,841 miles represented)	\$62,657.00	\$62,657.00	\$62,657.00
Capitalized valuation of railroads in groups shown, using above average	\$3,247,802,310.00	\$1,419,306,364.00	\$14,338,575,940.00
Average reproduction valuation of railroads per mile of main line estimated on basis of physical valuations made in Minnesota and Washington	\$54,201.00	\$60,000.00	
Total reproduction valuation of railroads in groups shown, using above estimates	\$2,809,237,890.00	\$1,359,120,000.00	
Dividends declared from current income	\$61,109,107.00	\$52,887,637.00	\$319,306,408.00
Dividends declared from surplus	\$18,572,591.00	\$16,926,769.00	\$36,465,008.00
Interest paid on bonds	\$63,089,106.00	\$43,749,288.00	\$399,582,066.00
Total dividends and interest	\$142,720,808.00	\$113,563,694.00	\$805,358,472.00
Dividends and interest per mile of road	\$2,753.00	\$5,018.00	\$3,380.00
Average dividend and interest return upon the capitalized valuation shown above	4.39%	8.01%	5.62%
Average dividend and interest return upon the reproduction valuation shown above	5.08%	8.35%	
Total operating revenue	\$401,702,890.00	\$248,900,176.00	\$2,750,687,435.00
Total operating revenue, average per capita	\$24.00	\$48.07	\$30.25
Dividends and interest paid, average per capita	\$8.71	\$22.60	\$8.86

*Covered by railway securities

NET INCOME RETURNS

The analysis shown by Table No. 6 is so clear and comprehensive that it speaks vigorously for itself. It is proper to mention, however, that the dividends and interest shown therein, while including dividends and interest receivable by railways from railway stocks and bonds owned or controlled, is, nevertheless, no more than fully representative of the interest paid on bonds outstanding and the net income available for disposition in dividends, appropriations and surplus.

It is to be noted in passing that after paying operating expenses, taxes and fixed charges, the return upon the railway property in Groups 6 and 10 is on the capitalized value of the property respectively, 4.39 and 8.01 per cent, whereas upon the reproduction value of the property the return is, respectively, 5.08 and 8.35 per cent.

RATES AND FARES EXCESSIVE IN INTERMOUNTAIN TERRITORY

The tables thus far submitted show clearly that the people in Group 10 are paying more than their just proportion in freights and fares, and in the face of the remarkable operating efficiency shown by the railroads in said group there does not appear to be much justification for a higher scale of passenger fares than are imposed by the railroads in Group 6.

What are now the great transcontinental railroads reaching the Pacific Coast are the pioneers in the development of that part of the West known as the intermountain territory, and while in the beginning it was necessary to charge much higher rates than were assessed in central and eastern territory, certainly the same necessity does not exist today.

When it is considered that the business of Group 10 has been developed to a much higher degree in proportion to mileage than can be shown for Group 6 and the United States as a whole, or for any other territory with the exception of Groups 1, 2, and 3 embracing the New England States, New York, Pennsylvania, New Jersey, Delaware, Maryland, Ohio, Indiana and Michigan, we must conclude that Group 10 is one of the most profitable transportation fields in the United States and that therefore the present high rates based largely upon conditions of the past are neither necessary nor justifiable today.

COST OF OPERATION

As shown by Tables Nos. 3 and 5, the cost of operation per train mile is greater in Group 10 than in Group 6 and the general average for the whole United States, and, while it may naturally appear, because of expensive mountain operation in Group 10 that the cost should be greater, it is, nevertheless, misleading and not expressive of the true operating efficiency obtaining between different group territories or between two or more railroads. The train-mile cost is determined by the number of train miles run in transacting the business divided into the operating expenses. Maximum train-loading is the factor of principal importance in securing the highest operating economy, as thereby the train mileage is largely decreased and as a result thereof the transportation expenses, which average about 50 per cent of the total operating expenses is very substantially reduced. But where the physical property of a railroad is maintained at a high standard, the maintenance of way and equipment expenses, averaging about 42 per cent of operating expenses, are not susceptible of the same percentage of reduction that can be worked in the transportation expenses by heavy train-loading. It may follow, therefore, when the decreased train mileage resulting from maximum train-loading is divided into the total operating expenses that the average cost per train mile will show an increase, even though representing the highest form of operating economy. The correct method by which the operating expenses should be analyzed is by classifying and assigning the said expenses to freight and passenger business and then finding the unit cost of operation per ton per mile and per passenger per mile.

Operating expenses per passenger per mile for Groups 6 and 10 and the whole United States for the year ending June 30, 1910, are shown in Tables Nos. 3 and 5 and are as follows: Group 6, 1.260 cents; Group 10, 1.345 cents, and for the railways of the whole United States considered as an average, 1.284 cents. In finding these costs the gross earnings basis has been used in separating the passenger expenses from the total expenses.

WHY PASSENGER FARES SHOULD NOT EXCEED TWO CENTS A MILE

Recurring to defendant's testimony in this case regarding the 2½-cent local fares established in Wisconsin by the Railroad Commission in 1907, it is proper to state at this time that during the same year the Legislature of Wisconsin enacted a 2-cent passenger fare law, which was made effective by the railroads, without contest, on August 15, 1907. It has since been and is now the maximum fare for local passenger traffic within said State. The question, therefore, which naturally arises at this time is, if passengers pay only 2 cents a mile for local service in Wisconsin and it is assumed that they are carried at a cost approximating 1.260 cents, the average shown for Group 6, why should the passengers who patronize the large and prosperous railways in Group 10, where the average cost of operation per passenger per mile is 1.345 cents, or only 6.74 per cent greater than for Group 6, be required to pay for their local service anything in excess of 2½ cents, and especially when it is considered that the passenger traffic per mile of road, and the passenger earnings per mile of road, in Group 10 are respectively 25.3 and 40.8 per cent greater than in Group 6? (See Table No. 3.)

In many of the Central and Eastern States 2-cent fare laws have been enacted, but some of them are inoperative because the railroads have challenged the validity of said statutes in the courts upon the ground that the fares in question are confiscatory.

The operating results shown in statistical detail by the Interstate Commerce Commission in the form of general averages for the railroads serving these territories certainly does not indicate that the plea of confiscation is well taken. As set forth in Table No. 3, the average cost of operation per passenger per mile for the United States as a whole for the year 1910 was 1.345 cents. By comparing this average cost with the 2-cent fare, it is seen that the operating expenses are 67.25 per cent, and that the net operating revenue is 32.75 per cent. Within this general average cost for the whole United States of course varying costs are shown by the different railroads—some lower and many higher than the average—and therefore, when a test is made in court, it is possible that some of the lines operating under the provisions of the 2-cent fare laws may be able to show that it is not fully compensatory.

An examination of the reports of the large railway systems throughout the United States, however, discloses the fact that practically all show operating expenses per passenger per mile that are well under $1\frac{1}{2}$ cents, and when account is taken of the large saving which has been effected by the elimination of free transportation, plus the revenue accruing from mail, express, milk and miscellaneous passenger business, it is apparent that 2-cent fares will afford ample revenue.

What has just been said is made entirely clear by reference to the following table which shows for the most important railway systems serving Eastern, Middle and Western States, the passenger train earnings per mile of road and per train mile, the average number of passengers per train and the operating expenses per passenger per mile:

TABLE No. 7
For the year ending June 30, 1911

Railroads	Passenger train revenue per mile of road	Passenger train revenue per train mile	Average number of passengers per train	Operating expenses per passenger per mile
Southern Pacific Company (within Nevada)	\$5,206.00	\$2.09	67	1.10 cents
Southern Pacific Company, as a whole	5,805.00	1.82	69	1.23 cents
Chicago, Milwaukee and Puget Sound	993.00	1.13	43	1.21 cents
Oregon, Washington and Navigation	1,594.00	1.60	52	1.80 cents
Northern Pacific Railway	3,352.00	1.66	63	1.32 cents
Great Northern Railroad	2,364.00	1.38	48	1.38 cents
Oregon Short Line	3,621.00	1.67	55	1.21 cents
Union Pacific Railroad	4,194.00	1.35	53	1.04 cents
Chicago and North Western	3,134.00	1.20	52	1.23 cents
Chicago, Milwaukee and St. Paul	2,946.00	1.24	52	1.34 cents
Chicago, Burlington and Quincy	3,099.00	1.54	64	1.30 cents
Chicago and Eastern Illinois	2,773.00	1.20	54	1.16 cents
Chicago and Alton	5,002.00	1.46	62	1.40 cents
Wabash	3,610.00	1.19	50	1.45 cents
Missouri Pacific	1,550.00	.95	36	1.90 cents
Illinois Central	3,465.00	1.20	53	1.32 cents
Michigan Central	5,346.00	1.41	55	1.49 cents
Baltimore and Ohio	4,214.00	1.14	49	1.37 cents
Erie	6,108.00	1.30	65	1.00 cents
Lake Shore and Michigan Southern	10,753.00	1.61	61	1.32 cents
New York Central and Hudson River	11,731.00	1.48	67	1.30 cents
Pennsylvania	10,366.00	1.51	62	1.40 cents
New York, New Haven and Hartford	15,045.00	1.86	95	1.10 cents
Boston and Maine	7,910.00	1.39	68	1.41 cents
New Jersey Central	8,315.00	1.25	77	0.085 cents
Philadelphia and Reading	8,087.00	1.19	59	1.08 cents
Delaware, Lackawanna and Western	11,368.00	1.59	85	0.092 cents

CONSIDERATION OF GREATER SAFETY AND ECONOMY

There is, in the interest of greater safety to the traveling public, an effort being made in certain quarters to require the railroads to substitute all-steel passenger cars for the present high-standard steel platform (vestibuled) and steel underframe passenger cars. Experience does not teach us that the use of all-steel cars is a guarantee against serious accident or loss of life by preventing the telescoping or practical destruction of the car in a bad railroad wreck, nor has it been demonstrated that their adoption would be sufficient to insure anywhere near the maximum of safety. What is urgently needed is to prevent the wreck instead of trying to provide equipment that will withstand the shock when the wreck occurs.

If this change is needlessly forced it means an added and useless dead weight to the passenger trains without any perceptible increase in efficiency or the comfort of the traveling public, and the immediate result will be to cause a very substantial increase in operating expenses, thus delaying indefinitely the coming of a cheaper passenger-train service. What is more particularly required than all-steel cars in the interest of the safety of the traveling public is the installation of automatic block signals, and in connection therewith automatic train stops at all danger signals, thus eliminating the element of human fallibility,

and as a result thereof forever prevent the disastrous collisions which now frequently occur with serious loss of life and destruction of property due to nonobservance of danger signals. The adoption of these improvements, while costly, will without question pay handsome returns upon the investment by the amounts saved in damages for loss of life and property, while at the same time providing the maximum of safety to the traveling public.

In justice to the Southern Pacific Company it is proper to mention that this system is completely protected by the automatic block-signal system between San Francisco and Ogden, as also is its connection, the Union Pacific Railroad, between Ogden and Omaha. Also many other portions of the above companies' lines are likewise protected. These companies, by frequent surprise tests, effect a standard of signal observance by their enginemen which is exceedingly high and as a result thereof efficiency and safety are maintained at the highest standard in the United States. But, aside from all of this, there is ever present the human equation, the possibility of failure on the part of the engineman at the critical moment to observe or obey a signal at danger, and there is, therefore, the most urgent reasons why, by the addition of automatic train stops at all semaphores, the automatic block signal should in fact act as an absolute block to train movements when necessary.

Further precaution can and should be taken for the safety of the traveling public by the elimination of unnecessarily high-speed train service. This is especially true in highly competitive territory in the Eastern and Central States.

The traveling public as a whole is not demanding improved train equipment and extraordinarily fast train schedules, and they, therefore, should not be continued or inaugurated at the expense of the whole passenger traffic for the benefit of only a small portion of it. It should be kept constantly in mind that the operation of these high-speed through passenger trains, especially over single-track lines, and which are of little or no benefit to the largely predominating local traffic, is exceedingly expensive when full consideration is given to the effect which their operation causes by increasing the expenses of conducting not only local passenger traffic, but the entire freight traffic as well. In view of these facts the people should cooperate and assist in bringing about economy in transportation by voicing their approval of an adequate train service at a reasonable and safe rate of speed, and by opposing unreasonable demands for high-speed train schedules and the adoption of more expensive facilities. The equipment of today on the large systems is of a very high standard, and there is no good reason why it should be further improved or changed in order to render a safe and comfortable, even luxurious service.

The foregoing thorough analysis of population, railroad mileage, valuations, earnings, expenses, net earnings, dividends, statistics and operating economics, including explanations and comment thereon, shown hereinbefore, in comparative detail as between Groups 6 and 10 and the United States as a whole, has been found necessary in order to determine how much weight should be given to defendant's testimony "that density of population and volume of traffic are the controlling factors in measuring the reasonableness of rates in different localities." In consideration of the said thorough investigation into the passenger business in Groups 6 and 10 and throughout the United States as a whole, for the purpose of ascertaining the true factors upon which to predicate a determination regarding the reasonableness of passenger fares, we find that the factors of principal importance are volume of traffic, density of traffic, length of haul and the cost of performing the different classes of passenger train service. By volume of traffic is meant the total carrying business of a railroad expressed in units of traffic, as for example, tons or passengers carried one mile, while by density of traffic is meant the "volume of traffic" per mile of road.

CONSIDERATION OF LOCAL FARES WITHIN NEVADA

We now come to a consideration of the local one-way passenger fares on the lines of the Southern Pacific Company between points within Nevada. In addition to a comparison of the passenger business of the Southern Pacific Company (within Nevada) with that of the Southern Pacific Company as a whole and other large railway systems throughout the United States as shown by Table No. 7, the situation is made still clearer by the following two tables comparing in statistical detail, the operating results obtaining upon the said Southern Pacific Company (within Nevada) with those of the Southern Pacific Company, system as a whole, for the year ending June 30, 1911, and with those of Groups 3 and 10 for the year ending June 30, 1910:

TABLE No. 8
For the year ending June 30, 1911

	Southern Pacific Company (within Nevada)	Southern Pacific Company system as a whole	Ratio of S. P. Co. within Nevada to S. P. Co. sys- tem as a whole
Mileage operated during year	671.39	6,177	10.85%
Number of revenue passengers carried	569,343	34,199,458	1.66%
Number of passengers carried one mile	112,368,009	1,429,600,384	7.85%
Number of passengers carried one mile per mile of road	167,516	219,584	76.30%
Average number of passengers per train	67	69	97.10%
Average distance passengers carried (miles)	199.12	41.80	476.36%
Average amount received from each passenger	\$4.59	\$0.931	493.12%
Average receipts per passenger per mile	\$0.0233	\$0.0223	104.50%
Passenger train revenue per train mile	\$2.09	\$1.82	114.83%
Passenger train revenue per mile of road	\$5,206.00	\$5,805.00	89.70%
Total operating revenue per mile of road	\$15,273.00	\$14,492.00	105.39%
Total operating expenses per mile of road	\$7,582.00	\$8,332.00	91.00%
Net operating revenue per mile of road	\$7,691.00	\$6,160.00	124.85%
Operating expenses per train mile	\$1.793	\$1.803	99.44%
Operating expenses per passenger per mile	\$0.0110	\$0.0128	85.93%

The average distance that passengers were carried by the Southern Pacific Company (within Nevada), shown by Table No. 8, indicates that the passenger business on the Nevada mileage consists of exceedingly long-haul traffic—in fact, careful research shows it to be the highest average in the United States. It is also noted that the average amount received from each passenger and the earnings per train mile are unusually high. By referring to the column headed "Ratio of Southern Pacific Company (within Nevada) to the Southern Pacific Company as a whole," it will be noted that, while the passenger train service revenue per mile of road for the said company's Nevada lines is 10.30 per cent less than for the said system as a whole, the cost of operation per passenger mile is also less to the extent of 14.07 per cent. Further, that gross earnings per mile of road are 5.39 per cent larger and that total operating expenses per mile of road are 9 per cent less, while the net earnings per mile of road are 24.85 per cent greater than for the said Southern Pacific system as a whole.

TABLE No. 9

	S. P. Co. (within Ne- vada), year 1911	Group No. 10, Pacific Coast territory, year 1910	Group No. 3, Indiana, Ohio, Michigan ter- ritory, year 1910	Ratio of S. P. Co. within Nevada to Group 10	Ratio of S. P. Co. within Nevada to Group 3
Passengers carried one mile, per mile of road	167,516	143,342	157,578	116.80%	106.9%
Average number of passengers per train	67	67	51	100.00%	131.4%
Average distance passengers carried (miles)	199.12	48.24	40.50	412.70%	491.6%
Average amount received from each passenger	\$4.59	\$1.10	\$0.74	418.20%	620.3%
Average receipts per passen- ger per mile	\$0.0233	\$ 0.0229	\$0.0184	101.80%	126.6%
Passenger train revenue per train mile	\$2.09	\$1.74	\$1.19	120.00%	175.6%
Passenger train revenue per mile of road	\$5,206.00	\$3,740.00	\$3,691.00	139.20%	141.0%
Total operating revenue per mile of road	\$15,273.00	\$10,988.00	\$15,852.00	138.90%	96.4%
Total operating expenses per mile of road	\$7,582.00	\$6,452.00	\$10,651.00	117.50%	71.2%
Net operating revenue per mile of road	\$7,691.00	\$4,536.00	\$5,201.00	169.50%	147.7%
Operating expenses per train mile	\$1.793	\$1.81	\$1.44	99.06%	124.5%
Operating expenses per pas- senger per mile	\$0.0110	\$0.01345	\$0.01240	81.80%	887.4%

NEVADA BUSINESS HIGHLY PROFITABLE

Further indication of the extremely profitable character of the business of the Southern Pacific Company (within Nevada) is disclosed by the comparisons set forth in Table No. 9. Groups 10 and 3 are used for the purpose of comparison with the said system, for the reason that, with the exception of Groups 1 and 2 (New England and Middle Atlantic Coast States) they show the highest operating results in the United States and therefore afford a basis which is free from criticism. Group 3 covers the States of Ohio, Indiana and Michigan.

To illustrate the situation clearly the items of principal importance shown by said table are here reproduced and the percentage greater than the said items for the Southern Pacific Company (within Nevada) are over those in Groups 10 and 3, respectively, are shown. Passenger traffic per mile of road is 18.8 per cent greater than in Group 10 and 6.9 per cent greater than in Group 3. Average distance that passengers were carried, respectively, 312.7 and 391.6 per cent; average receipts per passenger per mile, respectively, 1.8 and 26.6 per cent; passenger train revenue per train mile, respectively, 20 and 76.5 per cent; passenger train revenue per mile of road, respectively, 39.2 and 41 per cent; total operating revenue per mile of road, respectively, 38.9 per cent greater and 3.6 per cent less; operating expenses per mile of road, respectively, 17.5 per cent greater and 28.8 per cent less; net operating revenue per mile of road, respectively, 69.5 and 47.7 per cent greater; and operating expenses per passenger per mile, respectively, 18.2 and 11.3 per cent less.

In addition to what has been shown by the foregoing comparisons it may be said that in so far as earnings and operating efficiency are concerned we find that the showing made by the Southern Pacific Company's lines regarded as one system within Nevada exceeds that of any other system in the Central and Western States, and when the main line is considered alone investigation discloses that there are only a very few of the large systems in the United States that are able to make as good an operating showing.

OPERATING RESULTS WITHIN NEVADA

In order that the operating results accruing to the Nevada mileage of the Southern Pacific Company (within Nevada) may be more clearly apparent, there is set forth in the following table for the year ending June 30, 1911, the earnings (classified), operating expenses, taxes paid, rentals for lease of other roads, hire of equipment, miscellaneous expenses, net income available for dividends, interest, appropriations and surplus and the reproduction value of the property within Nevada:

TABLE No. 10
For the year ending June 30, 1911

Southern Pacific Company (within Nevada)	Intrastate	Interstate	Total
Mileage operated during year			671.39
Freight revenue	\$242,889.69	\$6,418,302.48	\$6,661,192.17
Passenger revenue	\$347,677.14	\$2,287,439.45	\$2,635,116.59
Excess baggage revenue	\$5,607.41	\$44,450.86	\$50,058.27
Mail revenue			\$540,323.39
Express revenue			\$254,064.20
Other passenger train revenue			\$34,277.61
Total passenger train revenue			\$3,494,540.86
Switching revenue			\$7,692.02
Miscellaneous revenues			\$30,706.94
Total operating revenues			\$10,254,122.66
Maintenance of way expenses			\$1,108,263.66
Maintenance of equipment expenses			\$1,078,586.25
Traffic expenses			\$198,240.25
Transportation expenses			\$2,441,358.44
General expenses			\$295,561.59
Total operating expenses			\$5,091,000.19
Ratio of operating expenses to earnings			49.654
Net operating revenue			\$5,163,122.47
Taxes paid on Nevada operating property			\$402,961.86
Rentals for lease of other roads (mileage prorate)			\$138,171.90
Hire of equipment (mileage prorate)			\$185,479.08
Miscellaneous expenses (mileage prorate)			\$5,709.10
Net income available for dividends, interest, appropriation and surplus			\$4,430,819.53
Reproduction value of the operating property within Nevada upon a basis of \$30,000 per mile, covering 448.66 miles of main line and \$30,000 per mile covering 222.73 miles of branch line			\$42,574,700.00
Average cost of reproduction per mile			\$63,415.00
Net income return on above property value			10.46

The revenues shown in the foregoing tables comprise the earnings accruing from all traffic handled on the Nevada mileage and may be divided into four classes:

First—The traffic which originates and terminates within the State.

Second—The traffic which originates within the State and terminates outside of the State.

Third—The traffic which originates outside the State and terminates within the State.

Fourth—The traffic which originates and terminates outside the State, but which is carried through the State on the way to its destination.

In crediting this State with the earnings from these four sources of traffic the Southern Pacific Company, in compliance with the rules prescribed by this Commission, assigned to the State of Nevada the revenue derived from the first class for its full amount, while for the other three classes the revenue was assigned to Nevada in the proportion that the mileage of the haul within the State bears to the total haul.

It has not been thought necessary to subdivide the expenses, value of the property and the net income return as between intrastate and interstate in the foregoing table for the reason that if the gross earnings basis is applied the factor remains constant, and therefore the same percentage of return would apply on the intrastate and interstate property value that is shown for the total.

COST OF REPRODUCTION—SOUTHERN PACIFIC COMPANY (WITHIN NEVADA)

The reproduction value shown, while an estimate, gives the defendant the benefit of what the property would cost new, and nothing has been allowed for depreciation. In making these estimates of the cost of reproduction we are supported in the opinion that they are generous and that, upon the basis of an actual valuation of the property, they are perhaps too high by reference to the reproduction valuations which have been made of similar properties in Wisconsin, Minnesota, South Dakota and Washington, the testimony of Mr. Julius Kruttschnitt before the Interstate Commerce Commission in the Salt Lake rate case as to the cost of reproducing the Union Pacific Railroad between Omaha and Ogden which he estimated would cost from \$75,000 to \$80,000 per mile, and the findings of the Interstate Commerce Commission in the Spokane rate case as to the cost of reproducing the property of the Northern Pacific Railway and the Great Northern Railroad, including equipment in 1907, which for the former was \$56,000 per mile and for the latter \$50,000.

The territory traversed by the lines of the Southern Pacific Company in Nevada is largely valley and desert country and does not offer many serious or expensive construction difficulties. It is possible that the Central Pacific Railway within Nevada could be reproduced at a figure not exceeding \$60,000 per mile, but when allowance is made for the distribution of the cost of expensive terminals which are maintained for the benefit of all traffic of the entire system, the valuation per mile would to some extent exceed the said \$60,000 per mile, and we are therefore disposed to allow to the property a value which we are sure is liberal.

The branch line running south from Hazen is not of a higher standard than the ordinary branch-line construction found throughout the country, and therefore, the reproduction value of \$30,000 per mile shown is perhaps too high, and, although it could probably be reproduced in its present condition at an average cost of \$20,000 per mile, we have proceeded upon the theory that if the property was reproduced new it would cost \$30,000 per mile.

Many other comparisons could be made as showing that the valuations which we have adopted are liberal, but it is not necessary to go into further detail at this time.

The total reproduction value of the property, including equipment within Nevada, on the said basis of \$80,000 per mile for the main line and \$30,000 for the branch line, is \$42,574,700, or an average cost of \$63,415 per mile, and the net income return thereupon is 10.4 per cent.

QUESTION OF EXCESS COST—LOCAL BUSINESS

Defendant supported its testimony that it cost more to perform the intrastate passenger service than the interstate service by offering in evidence the findings made by the master in the Minnesota rate cases, i. e., that in Minnesota the said cost was 15 per cent greater. In contrast to this finding we note that the Wisconsin Railroad Commission, in the case of Buell v. C. M. & St. P. Ry., found that the said excess cost in Wisconsin varied from 6 to 10 per cent. That in the

case of Central of Georgia Railway Company *v.* Railroad Commission of Alabama before the Circuit Court of the United States for the Middle District of Alabama, Special Master Thorington found that the said cost was 5 per cent, and that in the South Dakota rate cases before the United States Circuit Court for the Southern District of South Dakota, Special Master Gates found that there was no difference in the said costs.

The master in the last-named case found that, while as a general proposition the expense of handling local passengers might be somewhat greater than that of handling through passengers, both intrastate and interstate passenger traffic in South Dakota was handled by the same trains and that no independent local and through train services were maintained for the conduct of the said classes of traffic; that the average fare per mile paid by the intrastate traffic was considerably higher than the average fare paid by the interstate traffic and that, therefore, in view of the foregoing conditions, there was no good reason why the intrastate passenger service should be charged with any excess cost.

By these authorities there is disclosed a wide variation in the findings of excess costs for the conduct of intrastate passenger traffic. In consideration thereof and in view of the fact that practically all of the Southern Pacific Company's local passenger traffic within Nevada is carried upon interstate trains and that the average fare per mile paid by the said local traffic is, as shown by the table below, 70.48 per cent higher than the average fare paid by interstate passenger traffic and 61.04 per cent higher than all passenger traffic, it is obvious that whatever excess cost might properly be chargeable to the interstate passenger train service is many times offset by the said higher fares per mile which are charged for intrastate traffic. It is therefore clear that the average cost of conducting all passenger traffic within Nevada is not less than just and fair when applied in finding the cost of conducting the intrastate passenger traffic.

TABLE NO. 11
For the year ending June 30, 1912

Southern Pacific Company (within Nevada)	Intrastate	Interstate	Total
Number of passengers carried one mile	9,276,605	108,091,404	117,368,009
Passenger revenue	\$347,577.14	\$2,276,439.45	\$2,615,016.59
Average amount received from each passenger			\$4.59
Average receipts per passenger per mile (cents)	3.749	2.199	2.328
Percentage greater than the intrastate earnings per unit of passenger traffic are over those of interstate and all other passenger traffic		70.48%	61.04%

Considering the question generally we find, as a further offset to the alleged excess cost of handling intrastate passenger traffic, that the heavy train equipment, high-speed train service and costly terminal facilities, which are provided today in conducting the passenger traffic as a whole, make the service an expensive one and, although the service is of a very high standard, it is, nevertheless, maintained largely in the interest of the interstate or through traffic.

This is especially true where the overhead business is as large as it is on the lines of the Southern Pacific Company (within Nevada), and in considering any excess cost which may be urged as chargeable against the purely local passenger traffic allowance must properly be made for the heavy excess cost which is chargeable against the interstate traffic. In connection therewith consideration should be given to the excess cost accruing and properly chargeable to the interstate traffic in the case of an exceedingly costly passenger train service, on account of said trains being made up of heavy standard and tourist sleeping cars, buffet cars, observation cars and dining cars, also the operation of trains de luxe used exclusively for the benefit of through traffic and special train service to accommodate heavy colonization and excursion business, and, as a result thereof, empty trains returning in order to balance power and equipment, as this traffic is usually moving in only one direction at given times.

These additional facilities and trains are responsible for a large portion of the passenger operating expenses and, while only a small portion of the intrastate traffic receives any benefit therefrom, nevertheless in a case of the kind now before us where a common factor is used in dividing the operating expenses as between intrastate and interstate traffic a very substantial portion of these extraordinary expenses must be borne by the intrastate traffic.

Practically the only thing that can be urged in favor of the alleged excess cost of conducting the intrastate passenger service is the expense of stopping and starting the trains at local stations for the passengers to get on and off, but in this connection the record fails to show that the through or interstate passenger trains, which carry the local passenger traffic within Nevada, make any stops for intrastate traffic that they otherwise would not make in rendering the interstate passenger train service on traffic from within to without the State and from without to within the State, and it is therefore obvious that these expenses are not restricted to the purely intrastate passenger traffic. If, however, any excess cost can be shown from this, or any other source, it is, as before stated, more than offset by the excess cost properly chargeable against performing the interstate passenger train service.

In view of these facts we are of the opinion that no good reason can be shown which would justify charging against the intrastate passenger traffic of the Southern Pacific Company (within Nevada) an arbitrarily increased percentage of expenses.

IN RE DIVISION OF REVENUE ON THROUGH TRAFFIC

Referring to defendant's testimony that if the local fares on the main line in Nevada were reduced to 3 cents a mile it would reduce the present combined \$30 local fare between Ogden and San Francisco and thereby cause a reduction of approximately \$200,000 in the company's through passenger revenue because of a change in the divisions which are now made on the through business as between the Southern Pacific Company and its connections at Ogden on the basis of the said \$30 fare, it is our view that defendant's position is not well taken, and we are not convinced that a reduction in the local fares within Nevada means that it will be necessary to change the present basis of division if it proves to be just and reasonable in apportioning to the Southern Pacific Company its proper share of the revenues accruing from and through joint passenger traffic. It is our understanding that the local rates between Ogden and Portland are 3 cents a mile over the Oregon Short Line Railroad, one of the associated Harriman companies, and that there seemingly has been no difficulty in arranging satisfactory divisions as between the Rio Grande Western Railway and other eastern connections and the said company on through business to and from Portland, Tacoma, Seattle, and other Pacific Coast points.

The question of division is one of agreement between the interested carriers, and in case of failure to reach a satisfactory agreement the matter can be submitted to the Interstate Commerce Commission for proper adjudication.

Manifestly the question of what is a proper division of revenue accruing on through joint passenger traffic has no relationship as to what constitutes a just and reasonable local passenger fare, and it is equally clear that the Southern Pacific Company is not without a medium by which it can maintain its present basis of division at Ogden if found to be just and reasonable.

ASSIGNMENT OF EARNINGS, EXPENSES, VALUE AND NET INCOME TO INTRA-STATE, INTERSTATE AND ALL-PASSENGER BUSINESS

The operating results accruing from the intrastate, interstate and all-passenger business of the Southern Pacific Company (within Nevada) for the year ending June 30, 1911, under the present rates and upon the basis of the reproduction value of the property new, is set forth in the following table:

TABLE No. 12
For the year ending June 30, 1911

Under present local passenger fares—4 cents per mile on main line; 5 cents per mile on branch line	Southern Pacific Company (within Nevada)		
	Intrastate	Interstate	Total
Total operating revenue			\$10,254,122.86
Passenger revenue	\$347,577.14	\$2,267,439.45	\$2,615,016.59
Percentage passenger revenue is of total revenue	3.39%	22.12%	25.51
Passengers carried one mile	9,276,606	103,091,104	112,368,009
Percentage intra and interstate passenger miles are of total passenger miles	8.25%	91.75%	
Reproduction value of the property within Nevada			\$42,574,700.00
Value of the property assigned to passenger business on revenue basis (using 25.5 per cent)			\$10,856,548.00
Passenger property value assigned to intrastate and interstate business on traffic basis (using 8.25 per cent and 91.75 per cent)	\$895,665.00	\$9,960,883.00	
Operating expenses			\$5,091,000.19
Taxes			\$402,951.86
Rentals, hire of equipment and miscellaneous			\$329,360.08
Total expenses			\$5,823,312.13
Total expenses assigned to passenger business on revenue basis (using 25.5 per cent)			\$1,484,944.59
Passenger expenses assigned to intra and interstate business on traffic basis	\$122,507.92	\$1,362,436.67	
Passenger net income available for interest, dividends, appropriations and surplus	\$225,069.22	\$905,002.78	\$1,130,072.00
Net income return on the value of the property devoted to the passenger business	25.12%	9.09%	10.4%

It will be observed that the assignment of value and expenses to the passenger business as a whole has been made on the gross earnings basis, and the division of the said passenger value and expenses as between intrastate and interstate has been made on the traffic basis.

The traffic or passenger-mile basis has been used for the reason that the passenger mile, when used as the factor by which to assign the expenses and value to intrastate and interstate passenger business, remains constant and is not influenced by an increase or decrease in the rates. On the other hand, if the relative gross earnings are used as the factor, the percentage rises or falls with an increase or decrease in the rates, and therefore there is automatically worked an increase or decrease in the said expenses and value, whereas it is, in fact, impossible that there should be any change in these items on a given volume of business, simply because of a change in the rates and the revenue accruing therefrom.

The said gross earnings basis has usually been adopted by the railroads in various rate cases before the commissions and the courts, but the theory is so manifestly fallacious in reasoning and application that it cannot be accepted by either commissions or courts after testing the results accruing therefrom.

If every passenger paid the same rate of fare per mile, the passenger mile and the gross earnings basis would necessarily be the same, regardless of an increase or reduction in the rates, and it may therefore be said that the traffic basis represents the theoretical gross earnings basis. But when it is observed, as shown by Table No. 11, that the intrastate passenger traffic of the Southern Pacific Company (within Nevada) paid an average fare 70.48 per cent higher than the interstate traffic, it is obvious that the use of the relative gross earnings as the factor in apportioning the expenses and value would cast upon the intra-state business an unjust burden.

As the traffic produces the revenue and the expenses and also increases and perpetuates the value of the property, it is clear that it is the true basis upon which to make the assignment of expenses and value as between intrastate and interstate business.

As an illustration of the use of the traffic basis in this case we find, as shown by Table No. 12, that the intrastate passenger traffic constitutes 8.25 per cent of all passenger traffic. This is the factor which has been used in assigning the expenses and value to intrastate passenger business. If the gross earnings basis had been used the factor, under the present 4-cent and 5-cent rates would be 13.26 per cent. But assuming that the rate is reduced to 3 cents per mile we find that the said factor is automatically reduced to 9.69 per cent and likewise if the rate

is reduced to $2\frac{1}{4}$ cents per mile the said factor drops to 8.30 per cent, or practically the equivalent of the aforesaid traffic factor.

The reason for the fluctuation of the gross earnings factor under the different rates of fare shown above is easily understood by reference to Table No. 11 wherein it is seen that the 9,276,805 intrastate passenger miles earned an average of 3.749 cents per mile, whereas the 103,091,404 interstate passenger miles earned an average of only 2.199 cents per mile, or, in other words, the intrastate earnings per unit of passenger traffic exceeds that of the interstate passenger traffic 70.48 per cent.

The net income return upon the fair value of the property devoted to the intrastate, interstate and all passenger business speaks forcefully for itself and proves conclusively that the local passenger fares within Nevada are grossly exorbitant.

THE EFFECT OF A THREE-CENT FARE

The table set forth following is illustrative of what the reduced intrastate and all passenger revenues would be under a 3-cent fare, which if applied would work an average reduction in the present intrastate passenger revenue accruing under the said 4-cent and 5-cent fares of approximately 30 per cent. Also the reduced net income return on the fair value of the property devoted to the intrastate and all passenger business is shown.

TABLE No. 13
For the year ending June 30, 1911

On a basis of 3 cents per mile or on an average reduction of 30 per cent in intrastate passenger revenue	Southern Pacific Company (within Nevada)	
	Intrastate	Total, or all-passenger business
Passenger property value.....	\$395,665.00	\$10,856,548.00
Passenger revenue.....	\$243,308.99	\$2,510,743.44
Total expenses (passenger).....	\$122,507.92	\$1,484,944.59
Net income (passenger).....	\$120,796.07	\$1,025,798.85
Net income return on the value of the property devoted to the passenger business.....	13.48%	9.45%

Comparing Tables Nos. 12 and 13, it is observed that, as a result of the reduction in the local fare to 3 cents a mile, the net income return upon the value of the property assigned to the intrastate passenger business is reduced from 25.12 to 13.48 per cent, and that the net income return on the whole property assigned to all-passenger business (inclusive of intrastate) is reduced from 10.4 to 9.45 per cent—from which it is clear that if a 3-cent fare were established the return upon the fair value of the property would be not only ample but liberal.

CONCLUSION

After a full hearing and investigation and a painstaking consideration of all the evidence submitted to the Railroad Commission, both orally and in documentary form by the defendant, Southern Pacific Company, covering the local passenger rate situation within Nevada and in support of the reasonableness of its present one-way local passenger fares, we are of the opinion and find that the present 4-cent and 5-cent local one-way passenger fares are excessive, unjust and unreasonable and that for the future, on local one-way passenger traffic between points on defendant's standard-gage lines in Nevada, local one-way fares should not exceed 3 cents a mile.

ORDER

Pursuant to the conclusions and findings set forth in the foregoing opinion, which said opinion is hereby referred to, and made a part hereof:

It is ordered: That the defendant, the Southern Pacific Company, be, and it is hereby, notified and required to cease and desist, on or before February 25, 1913, and to thereafter abstain until the order herein is changed or modified, from charging, demanding, collecting or receiving for the transportation of local one-way passengers, between points on the lines of the Southern Pacific Company within Nevada, its present local one-way passenger fares of 4 cents a mile on the main line and 5 cents a mile on the standard-gage branch lines; and to publish and charge, on or before February 25, 1913, and, during a period thereafter until

the order herein is changed or modified, collect and receive, for the transportation of local one-way passengers between points on the main line and the standard-gage branch lines of the Southern Pacific Company within Nevada, local one-way passenger fares that will not exceed 3 cents a mile.

Dated January 24, 1913.

RAILROAD COMMISSION OF NEVADA,
By J. F. SHAUGHNESSY,
First Associate Commissioner.
By W. H. SIMMONS,
Second Associate Commissioner.

Attest: E. H. WALKER, *Secretary.*

DISSENTING OPINION

BARTINE, *Chief Commissioner*, dissenting:

I most deeply regret that in this important case there should be so radical a difference of views as to call for a dissenting opinion. But I cannot, in justice to myself or in justice to the people of this State, refrain from expressing my dissent from the conclusions reached by my associates, and giving my reasons somewhat fully for such dissent.

At the outset it is proper for me to say that I am entirely in favor of an order prescribing a 3-cent passenger fare upon the main trunk line of the defendant company—that is to say, upon the Central Pacific Railway. That is what the people living along the line of that road are demanding, and what I think they are entitled to under the evidence in this case supplemented by such official records of this office as may be used lawfully in rendering a decision. An order of that kind could have been made by the unanimous vote of the Commission at any time during the last year, and we would have been just so far along on the road to substantial relief in the matter of passenger fares.

But the order provides for a 3-cent fare upon both the Central Pacific and the broad-gage part of the Nevada and California, the two lines owned and operated within this State by the defendant company. Such an order, in my opinion, is not in line with the issues made in the case, and cannot be sustained upon the basis of the testimony adduced or any of the records of this office which the Commission can lawfully use in reaching its conclusions. In my opinion the order is absolutely void, because, first, of the method of procedure employed, and, second, because of the character of the order itself. In my judgment it is an order that can never be enforced. It makes only for delay in securing the relief that the people are demanding, and to which they are fairly entitled.

To my mind it is as complete a case of overreaching as ever came under my observation. This is a broad statement and one that ought not to be made unless I can sustain it. This I shall endeavor to do.

MAJORITY OPINION FORMIDABLE IN APPEARANCE

To understand this case clearly the opinion and order must be read together, and then considered in the light of the record in the proceeding.

To one who is unfamiliar with the law of rate-making, and who knows nothing of the facts in this case, the opinion of the majority is a rather imposing document. It is impressive by its bulk and ponderous in the masses of figures which it marshals. To one, however, who is fairly well grounded in the law, and who is in touch with the facts of this particular case, it is apparent at once that the opinion written by First Associate Commissioner Shaughnessy is, in large part, if not in its entirety, a monumental piece of misdirected energy and misapplied principles.

MOST OF IT IMMATERIAL

That opinion consists of nearly fifty-three typewritten pages. Of these no less than twenty, beginning at page 15, are based upon data to be found nowhere in the record of this case, as made, and nowhere in the official records of this office. Commissioner Shaughnessy says that this data was obtained from reports of the Interstate Commerce Commission. These, he thinks, are public records to which we may have recourse in the decision of a case before this Commission. So we may if they are introduced in evidence and the defendant be given an opportunity to meet, rebut or explain the figures, but not otherwise.

An Interstate Commerce Commission report is certainly a public record. So is a United States Supreme Court report, or a Federal Reporter, or a report of the Supreme Court of this State. All may be invoked as authority upon questions of

law, but none is authority upon any question of *fact* outside of the case in which the decision is rendered. These reports are not official records of this office. They are simply a part of our library.

BASED UPON FACTS NOT IN THE RECORD

From the foregoing it appears that Commissioner Shaughnessy made up his opinion very largely upon data gathered from sources altogether outside the record in this case, which record, I may say, includes not only the oral testimony and exhibits introduced, but the official reports and other documents affecting the defendant company on file in the office of this Commission. In doing so, he has pursued a practice that the Supreme Court of the United States has strongly condemned in the procedure of the Interstate Commerce Commission. In the recent case of the United States of America, *et al.*, v. Baltimore and Ohio S. W. Railroad Company, *et al.*, decided November 1, 1912, the Court uses this language:

We remark that it is stated in the Commission's report that they base their conclusions more largely upon their own investigation than upon the testimony of the witnesses. It would be a very strong proposition to say that the parties were bound in the higher courts by a finding based on specific investigations made in the case without notice to them. * * * Such an investigation is quite different from a view by a jury taken with notice and subject to the order of a court and different again from the question of the right of the Commission to take notice of results reached by it in other cases when its doing so is made to appear in the record, and the facts thus specified, so that matters of law are saved.

THIS CASE INVOLVES THE SAME PRINCIPLES

The case which the Supreme Court was considering in the above quotation was not, in all respects, parallel to this one, but it involves the same principle. The facts found by the Interstate Commerce Commission cannot, as a rule be assailed in court when the validity of the order is challenged, but this rule laid down by the courts is subject to the condition that the facts are *properly* found. So, in like manner an order made by this Commission is *prima facie* valid, but this presumption is subject to the condition that it is based upon a lawful hearing or investigation. If it appears that no lawful notice has been given and that there was no appearance by the defendant, then the hearing is not lawful, and any order based upon it is void. When our statute provides for a "hearing" or "investigation" it means a full, fair and lawful hearing or investigation. It does not mean a merely perfunctory or *pro forma* hearing or investigation, after which the Commission may conduct a "star-chamber" investigation of its own and reach its conclusions upon the basis of such investigation.

COMPARISONS BY GROUPS OF STATES

The matter contained in the pages referred to consists chiefly of a series of tables numbered from 1 to 6 in which the railroad traffic of two groups of States is compared, one group with the other or with the United States as a whole, and comments pointing the significance of the showing made by the various tables.

One group is numbered 6 and the other 10. Group 6 contains the States of Wisconsin, Illinois, Minnesota, Iowa, Missouri, North Dakota, and South Dakota. Group 10 consists of the States of Nevada, Idaho, Arizona, Utah, California, Oregon, and Washington.

The main purpose of these tables seems to be to show that the railroad traffic and population are increasing more rapidly, relatively, in Group 10, which contains Nevada, than in Group 6, which is made up of Middle Western States.

TABLES PROVE NOTHING IN THIS CASE

If these tables have even the remotest bearing upon the question of reasonable passenger fares upon the Central Pacific or Nevada and California Railway, it will take a more acute mind than I possess to grasp it.

For the information of the curious the tables, with Commissioner Shaughnessy's comment upon them, might properly find a place in some book of railroad statistics, but for the purposes of this case it would have been quite as appropriate and enlightening, if a few pages had been taken at random from a common school arithmetic and thrown bodily into Commissioner Shaughnessy's opinion.

EFFECT OF THE TABLES

But, while I regard as immaterial the matter upon which I have been commenting, it is not to be supposed that Commissioner Shaughnessy so regards it. If he had not looked upon it as both material and important he would not have labored over it so hard and so long and embodied it in his opinion.

Therefore, we are bound to believe that it influenced him in reaching the conclusion he did in this case. Hence, it follows, that the order is based, in part at least, upon this mass of data gleaned from sources wholly outside of the record, in a strictly private investigation of his own, which is the exact course so pointedly condemned by the Supreme Court of the United States as hereinbefore quoted.

COMMISSION NOT A LEGISLATURE

Commissioner Shaughnessy seems to have fallen into the error of supposing that, because the fixing of freight rates and passenger fares is a legislative and not a judicial act, a Railroad Commission has the same liberty of action and freedom from restraints in prescribing rates that Congress or a State Legislature has.

While it is true that a commission duly authorized may make rates, and while the mere making of rates is a legislative act, it does not follow that a commission is a legislative body. It is an administrative board, invested with the power to perform the legislative act of rate-making, but it is also a *quasi*-judicial body in that in reaching its conclusions it must move along judicial lines of procedure. It therefore has a dual character. The Supreme Court of the United States, in the Proctor-Gamble case, recognizes this fact. (See 225 U. S.)

By this it is not meant that every step shall be marked by the formality and cast-iron rules of procedure that obtain in courts, but it does mean that every party interested in a proceeding shall be given a full and fair hearing, and that any order made shall be based on the record, as is the case with judgments.

LEGISLATIVE MODES OF PROCEDURE

Neither Congress nor a State Legislature need account to any higher power with respect to its methods of procedure. It may suspend all parliamentary rules and enact any law at any time, and is subject only to the restraints imposed by the Constitutions of the State or the United States. But a Railroad Commission is bound both by constitutional limitations and the provisions of the statute under which it is acting. Such boards are of limited powers and, in the language of the courts, "take nothing by implication."

Our statute, in general terms, prescribes our procedure. The terms "hearing" and "investigation" mentioned therein are to be given the same construction as they receive in the code of civil procedure. They are in the nature of trials in court. This is clearly shown by the provisions of sections 12, 13, 14 and 16 of the Railroad Commission law. Section 13 provides that when an action is brought against the Commission to vacate or annul an order made, the Commission shall file a certified transcript of *all* proceedings had and testimony taken at the investigation in which the order is made. This is intended primarily to enable the court and all interested parties to determine whether the order, scanned in the light of the record, is a lawful one.

RECORD DOES NOT SUSTAIN ORDER

There is literally nothing in the record of this case to sustain the findings of Commissioner Shaughnessy embodied in the tables relative to the groups of States numbered 6 and 10, nor, as I view it, is there anything in the entire record to sustain the order made. I grant that mere insufficiency of evidence is not enough to invalidate an order made by the Commission, because either party may offer additional testimony; but, when it appears that the order is based in whole or in part upon facts not in evidence and not embodied in reports or documents that the Commission may properly consider, or when it appears that the order is not in conformity with the issues made in the case, we are then confronted by the cold legal question of whether the order is a lawful one upon the face of the record.

THE TWO LINES AS A SYSTEM

This brings me to a consideration of the second branch of Commissioner Shaughnessy's opinion—that in which he deals with the Southern Pacific Company's lines in Nevada. These lines are the main trunk line, known as the Central Pacific, and the Nevada and California Railway, extending southward from Hazen through Mina and on to the California boundary. Much of this is immaterial; for example, the pages devoted to consideration of safety—a matter not involved in this case.

THE TWO LINES TREATED AS ONE

The gist of this part of the opinion is found in the tables of figures. Getting right to the meat of my objection I wish to direct attention to the fact that these tables deal with the Southern Pacific Company's lines in Nevada as a whole, the

two lines being treated as one, and no attempt at segregation being made except as hereinafter mentioned. In my judgment this is fatal to the validity of the order, which fails to conform to the issues made, and which the Southern Pacific Company was asked to meet. That this point may be made clear I will now refer to the record in the case. The proceeding was begun by the issuance of a citation to the defendant reading as follows:

BEFORE THE RAILROAD COMMISSION OF NEVADA

To the Southern Pacific Company, Greeting:

It appearing to this Commission that your entire schedule of intrastate passenger fares, within the State of Nevada, may be unreasonable and unjustly discriminatory, and that investigation thereof should be made, you are hereby notified that upon the 12th day of July, 1911, at 11 o'clock a. m., an investigation of said schedule of rates and the whole thereof will be had for the purpose of determining the reasonableness of said fares and rates and whether they are unjustly discriminatory. You are therefore formally cited to appear at said investigation and take such part therein as you may deem proper.

This proceeding will be had under the provisions of subdivision b of section 12 of the Railroad Commission law of the State of Nevada.

RAILROAD COMMISSION OF NEVADA,

Dated June 19, 1911.

By E. H. WALKER, *Secretary*.

There were no formal pleadings on either side, but the issues presented and dealt with were clearly developed by the following colloquy:

THE ISSUE MADE

Mr. Squires—Mr. Fee may be sworn and I would like to ask him a few preliminary questions and then let him state to you the exact situation, understanding that we are to combat the proposition that a 3-cent fare is what is in your mind.

Chairman Bartine—And also understand that we are not formally committed to that proposition.

Mr. Squires—We are to meet the proposition that a 3-cent rate on the main line of the Southern Pacific would be, in our view, unfair, and assuming that the Commission desires to get information upon that subject.

Chairman Bartine—Of course you also understand, Mr. Squires, that even if we had fixed upon a 3-cent rate absolutely, we should not feel bound by that. If the investigation showed that a 3½-cent rate would be fair, you understand. * * *

Mr. Squires—We will direct our testimony to that point, that a 3-cent rate is the one desired by the Commission. If Mr. Fee will be sworn.

Chairman Bartine—One moment. Commissioner Shaughnessy suggests that inasmuch as the citation refers to your entire schedule of passenger fares in this State, that of course would include the Nevada and California where you have a 5-cent schedule. You should direct your evidence to showing why that 5-cent rate should not be reduced to 4.

Mr. Squires—That may require the compilation of some further statistics. Mr. Fee will, of course, go over that in his testimony.

Mr. Chas. S. Fee has sworn as a witness for the Southern Pacific Company.

By Mr. Squires: Mr. Fee, what is your position with the Southern Pacific Company? A. Passenger Traffic Manager.

Q. How long have you occupied that position? A. About eight years.

Q. Prior to that what has been your railroad experience? A. I was General Passenger Agent of the Northern Pacific Railway for twenty years, prior to 1904.

Q. Are you familiar with the passenger-rate situation in the States of Nevada, Utah and California? A. Fairly so.

Q. I will ask you now to state to the Commission your views with reference to that situation, keeping in mind that the proposition here is to reduce the passenger fares on the main line and on the Nevada and California line to 3 cents per mile. State it in your own way and follow the situation out logically as you choose for their information.

Chairman Bartine—That is, 3 cents on the main line and 4 cents on the Nevada and California.

Mr. Squires—Three cents on the main line and 4 cents on the Nevada and California.

As before stated, while there were no formal pleadings, the foregoing colloquy made the issues perfectly clear, and fully apprised the respondent of what those issues were. Three cents on the main line and 4 cents on the Nevada and California were the figures that the Southern Pacific Company was asked to meet and did meet in its own way and without objection. By all the analogies of pleading and practice both parties are bound by the issues as thus made. The respondent will not be heard to complain that the issue was not fairly presented. No more would the Commission be justified in departing from those issues and making an order that did not conform thereto.

Stating the proposition in a little different form, the defendant was requested to direct its testimony to a showing of why there should not be a reduction of 1 cent per mile on each road. It will be seen, moreover, that the issue, as thus formulated, and upon the basis of which the entire hearing was had, was, as to the vital part, suggested by Commissioner Shaughnessy himself, and at no time or stage of the hearing was it intimated to the defendant that any reduction exceeding 1 cent on each road was in contemplation. Not only is this fact clear, but it is also self-evident that the Commission had the two roads in mind as separate parts of the Southern Pacific Company's system in Nevada. How, otherwise than by treating the two roads separately, could the Commission determine that 3 cents would be reasonable on one and 4 cents on the other? The very nature of the question presented made it necessary to consider the earnings, expenses, profits and value of the two roads separately. If the two roads were grouped and their earnings, expenses, profits and value considered as lump sums, the application of a 3-cent fare on one and a 4-cent fare on the other would have been altogether arbitrary, for there would have been no testimony specifically supporting either. There can be no question that at the hearing the two roads were considered by the Commission as separate lines. And this is in conformity with the past history of the roads and the policy of this Commission respecting them.

THE TWO ROADS ALWAYS CONSIDERED SEPARATE LINES

Since this Commission was created in 1907 it has had four suits in the United States Court for this district, three of which are still pending. In all of these the Central Pacific and the Nevada and California were recognized by the Commission, and treated by the court, as separate parts of the Southern Pacific Company's Pacific System. Commissioner Shaughnessy fully concurred in this view. How, then, can the Commission, without self-stultification, now "about face" and treat them as one line?

Not being a lawyer, Commissioner Shaughnessy may not appreciate the awkwardness of the position in which the Commission will be placed by such a change of front.

In one of the cases referred to, the Commission notified the Southern Pacific Company to show why certain freight rates upon the Central Pacific should not be reduced 30 per cent and upon the Nevada and California 15 per cent. The case was exactly parallel with this one. Still we find Commissioner Shaughnessy now tenaciously contending that the two roads should be grouped together and treated as one. Why this change on his part? Commissioner Shaughnessy gives what he seems to consider a good and sufficient reason. It is as follows:

TRANSFER OF NEVADA AND CALIFORNIA RAILWAY

On May 31 of the present year the Southern Pacific Company notified the Commission that on March 1 preceding, the properties of the Nevada and California Railway Company had been sold to the Central Pacific Railway Company, and that thenceforth no separate records would be kept and no separate reports made to this Commission. This he assumes makes it lawful and proper for the Commission to group the two roads together as a "system" and prescribe a reduced rate applicable to both.

The unsoundness of this view becomes strikingly apparent when we consider that by a few strokes of the pen the Central Pacific Railway Company could reconvey the Nevada and California to its former owner, or to some new party, thus restoring the last-named road to its former status of a separate railway, and by the same simple process convert a reasonable rate into an unreasonable one. No theory can be sound unless it will bear analysis and stand the test when viewed from all angles. Any system or principle of rate-making based upon the idea that a mere change of ownership will justify a forcible change of rates is not only unreasonable, but intolerable and unsafe. We could never know for twenty-four hours consecutively what was a reasonable rate on any road, for changes of ownership are likely to occur at any time.

There may be cases, doubtless there are some, in which the purchase of a branch or connecting line by the main line would work a radical change in the manner and cost of operating the branch line, and thus have a bearing upon the question of what would be a reasonable rate on the branch. To illustrate: If the Southern Pacific Company should purchase the Tonopah and Goldfield road, all the expense of separate superintendence upon that line might be wiped out, and very substantial economies in management introduced in other

ways as a result of the small road becoming part of a great system. But with respect to the Nevada and California no such showing has been made. We have the simple naked fact that since the hearing the Nevada and California Railway has been sold to the Central Pacific Railway Company.

In this case the change of status is purely technical. So far as appears, it involves no change in traffic conditions and amounts to nothing more than a change in the bookkeeping methods of the respondent company. The same trains are run, the same engines are used, the same fuel is consumed, the same train crews are employed, the same connections are made—not a change is to be noted except that a new system of accounting has been adopted. How such a change can have any possible bearing upon the question of what constitutes a reasonable rate is incomprehensible.

If Commissioner Shaughnessy has any authorities sustaining the extraordinary position he has taken upon this point, it is quite essential that he produce them. Being a layman, with no general and basic knowledge of the law, he can hardly expect his own unsupported *ipse dixit* to be accepted in lieu of some recognized authority.

POSITION NOT CLEAR

My associate does not make clear the exact principle upon which he relies to support his contention. At one time he argues that the transfer mentioned makes the two roads "one system," while at another he talks rather vaguely about their being held in "common ownership." These two propositions are not in any sense the same. Two roads may constitute parts of a system without common ownership. One may be held under lease while the other may be owned absolutely. On the other hand, there may be "common ownership" without any system in the sense in which he uses the word. For example, the same company may own two or more roads, in no way connected with each other. Each may be operated as a separate and independent line.

POSITION INDEFENSIBLE IN LAW

But no matter which of the two propositions he relies upon, his position is indefensible in law. If he stands upon the point that the two roads are a "system," the answer is there is no such thing as an independent Central Pacific system, and has not been for many years. If he prefers to invoke the principle of "common ownership," the answer is just as simple. Both of these roads have been held in "common ownership" ever since this Commission has been in existence and for many years before. That "common ownership" rested in the Southern Pacific Company, and it rests right there now. Having been an official of the Southern Pacific Company before becoming a member of this Commission, my associate surely ought to know this.

A SERIOUS MISTAKE IN LAW

Here is where my associate made a most serious mistake in jumping at a conclusion upon an important question of law. He has completely overlooked the fact that the Central Pacific Railway Company is not the defendant in this proceeding. The Southern Pacific Company is the party defendant, and the only corporation that we can deal with.

On February 29, 1912, this was the situation:

The Southern Pacific Company owned 100 per cent of the capital stock of the Central Pacific Railway Company and 100 per cent of the capital stock of the Nevada and California Railway Company, operating both roads as a lessee. This is shown by the official records on file with this Commission. On the following day the properties of the Nevada and California Railway were sold to the Central Pacific Company. Inasmuch as the Southern Pacific was the absolute owner of both properties and remained such, it is not easy to see into the motive of such a transfer. Obviously there was no substantial change of status and the law deals with substantial things, not mere shadows. The interests of the defendant company remained identically as they were before. If a man has \$100 in one pocket and \$10 in the other, clearly he owns both sums. If he takes the \$10 from the pocket that contains it and places it in the other, he still owns them both. His financial condition is in nowise changed. So with the case in hand. It can make no possible difference financially, or as a traffic proposition, whether the Southern Pacific Company owns the two roads separately, or owns one which in turn owns the other. In either case the Southern Pacific Company owns both roads, and so it has all the time.

VALUE FOR TAXATION

If the transfer of the Nevada and California road to the Central Pacific Company converts the two roads into one for rate-making purposes then, upon principle, it should have the same effect for taxation. I scarcely think that my associate would have the hardihood to stand before the State Board of Assessors and seriously argue that the valuation of the Nevada and California road should be raised to a level with that of the Central Pacific because the latter has acquired the ownership of the former. It is just as reasonable that a change of ownership should be invoked in favor of increased taxation as of a forcible lowering of rates.

A THIN TECHNICALITY

But the truth is that the change in this case is purely nominal and my associate is relying upon a hair-splitting technicality. There is, to my mind, nothing substantial in the contention. As I have said, it is simply a change in the method of accounting. This can make no possible difference either in the value of the road or in the traffic conditions, and these are the principal elements to be considered in determining the question of reasonable rates. Nor has the fact that no separate reports are to be made, any bearing upon the question at issue. The Central Pacific system consists of the main trunk line and several branches. These have all been held in common ownership and covered by consolidated accounts and reports, but the rates have varied with the varying traffic conditions upon the different lines, and they do so still.

THE BRANCH-LINE PEOPLE

I should be only too glad if conditions upon the Nevada and California justified a 3-cent fare. The interests of the people living along the line of that road are just as near and dear to me as they possibly can be to any public official. Many of them I have known for a third of a century, and I would gladly help them in any just and lawful way. But I cannot with due regard for my official oath join in an order that I believe will be held invalid by any court in which the question is raised. In such event the people living along the main line would be deprived of the relief to which they are fairly entitled, while those upon the Nevada and California would be in nowise benefited. On the contrary, they would also be losers in failing to secure the measure of relief that would naturally inure to them from a reduction of fares on the main line.

EFFECT OF THREE-CENT FARE ON MAIN LINE

We have here a most important feature of the situation which should not be overlooked or lightly regarded.

The people living upon the line of the Nevada and California have also a substantial interest in the application of lower rates upon the main line, because much of their travel and traffic are interline. In other words, they are patrons of both lines, and they will be benefited by lower rates on either. It would be far better for them to get their *pro rata* of the benefit of a 3-cent fare on the main line than to get nothing at all, which I verily believe will be the result of the order applying a 3-cent fare to both roads.

POSITION UNTENABLE IN LAW

My associate claims that he has ample authority to sustain his position in this case and refers to something that he assumes the United States Supreme Court has said. I have asked him to cite me the authorities upon which he relies. As he holds the affirmative upon what is a radical departure from the established theory and policy of this Commission, it certainly is incumbent upon him to produce his law, and not expect me to search for it. But I hazard nothing in asserting that he can find no Supreme Court decision sustaining his position in this case. I may even go further and say that neither the Supreme Court of the United States nor any other court has the authority or power to lay down any general rule as to whether main lines and branch lines should be considered together and treated as if they were one line for rate-making purposes, or segregated and each treated as an independent road. For a court to undertake to prescribe the rule in such cases would be an assumption of administrative rate-making powers, which it is well settled is beyond the jurisdiction of any court. All that a court can do is to pass upon the facts of the particular case before it and say whether the order under consideration is valid or invalid.

THE CUSTOM OF GROUPING ROADS

If any such rule has been established by the Supreme Court, how comes it, then, that in some States there is a more or less general custom of grouping the main lines and the branches for rate-making purposes, while in others the contrary custom prevails and the main lines and the branches are treated separately? My associate's error probably lies in the fact that he has taken some decision in a particular case as a rule of universal or, at least, general application.

The truth is that while the custom of "grouping" has been adopted in the States of Washington, Oregon, Montana, and perhaps Wyoming, it has not been established in Idaho, Utah, New Mexico, Arizona, California, or Nevada. Wherever the policy of grouping has been established it may be safely affirmed that it is because it is considered that the conditions upon the main lines and the branches are the same or so nearly the same as to justify that method.

With just as much assurance can it be declared as a matter of law that if any company is dissatisfied with the action of a commission in making the rates on a branch line the same as those upon the main line, it has the full right to contest the order, and show that it is not justified by the conditions upon the branch. Nor can such an order be sustained by simply showing that the main line is earning enough to constitute a fair profit upon both that and the branch. No court or commission, I venture to say, has ever yet held that because a company is earning large profits upon a main line it can be compelled to operate a branch line of any importance at a dead loss. Of course there may be isolated cases, where the branch lines are short and insignificant in character, and the value of which is chiefly as feeders for the main line. There are other cases in which the company has itself established the same rates upon all its lines, main and branch, thus recognizing a substantial similarity of conditions.

But if the rule contended for by Commissioner Shaughnessy were to be adopted as one of general application it would be utterly futile. Unless a company had a special motive in doing so, it would never construct a branch line knowing that the rates must be the same as those upon the main line. That work would be handed over to an independent company and the rule would be a dead letter.

RULE, IF SOUND, MUST WORK IN ALL CASES

Right here comes another important point for consideration. If the principle contended for by Commissioner Shaughnessy is sound, it must be applied generally—as well to roads with small returns as to those with large. If we take a company which has a profitable main line and offset its profits against the small returns of a branch, when the two taken together will constitute a fair profit on both, then, to be consistent and true to the principle, we must pursue the same course when the combination would result in a loss upon the system as a whole. Suppose in this particular case the loss upon the branch were so great as to completely offset the profits on the main line. By the application of the principle of grouping them no reduction could be made upon either, and the people living upon the strong main line would be denied the relief for which they have been so anxiously waiting.

THE PRINCIPLE OF GROUPING MEANS DISCRIMINATION

Another feature of this question worthy of close consideration is the discrimination which Commissioner Shaughnessy's theory involves. If an independent company should build a new line from some point on the Central Pacific into Tonopah and Goldfield, the question of reasonable rates upon that line would be determined by a consideration of the conditions existing upon that line alone and throughout the country which it traversed. It might very easily be that the conditions would fully justify a rate of 6 cents, or even more. Then under Commissioner Shaughnessy's theory we would have a 3-cent fare on one line and a 6-cent fare on the other, each serving the same territory. The policy urged by my associate, if it could be carried out, would naturally force both roads to the same rates, because the independent road would have to meet the lower rate upon the main line branch in order to do business. So, as a final conclusion, we would have this situation:

Either there would be no branch lines built, or, if they were, the lack of profits thereon would be offset against the profits upon the main line, and as a result there could be no reduction of rates on either.

ILLUSTRATION OF DISCRIMINATORY FEATURE

The discriminatory feature of the policy now under review is strikingly shown by the circumstance that at Mina the Nevada and California Railway connects

with the Tonopah and Goldfield road, upon which the passenger fare is 6 cents, while the conditions are much the same upon both roads. So the Las Vegas and Tonopah and the Tonopah and Tidewater, both reaching Tonopah and Goldfield, also have 6-cent fares against the proposed 3 cents upon the Nevada and California. The conditions upon the last-named road considered by itself are less favorable than those upon the Tonopah and Goldfield road. And yet we have a 5-cent fare upon the Nevada and California against a 6-cent fare upon the other roads named. This is no doubt due to the circumstance that the Nevada and California road is a part of the Southern Pacific system.

Suppose, by way of further illustration, that the Nevada and California road instead of being transferred to the Central Pacific had been sold to the Tonopah and Goldfield. Under Commissioner Shaughnessy's theory of grouping the lines the Tonopah and Goldfield Company could at once have raised the rate on the Nevada and California from 5 cents to 6, so as to make it conform to the rate on the Tonopah and Goldfield. Even at that rate the two roads together would yield an exceedingly small profit upon the investment. In this we have a striking exemplification of the unwisdom of the policy of grouping different roads for rate-making purposes in this State.

RATES ON BRANCHES MAY BE LOWER

The fact has been recognized by the Interstate Commerce Commission and, in some instances, by the Federal Courts that rates upon the branch lines of a great railroad corporation may properly be made lower than upon connecting lines wholly independent of the main line company. But it has never been held that the rates should be the same upon the branch and main line unless where, in special cases, the facts and circumstances justified uniform rates. Such is not the case here.

NEVADA AND CALIFORNIA UNPROFITABLE

Commissioner Shaughnessy has himself prepared figures showing that even upon the basis of a 5-cent fare the Nevada and California road is making but 1.86 per cent upon the fair value of the portion of the property engaged in the passenger business. To reduce the 5-cent fare to 3 would involve the company in a heavy loss.

Time and again the Interstate Commerce Commission has refused to allow railroads to bring unprofitable branch lines into the equation for the purpose of preventing a reduction of rates upon the main lines. The Spokane case may be cited as an instance.

The principle is precisely the same when an attempt is made to force down the rates upon an unprofitable branch by bringing into the calculation the high profits upon the main line. Unless the rule will work both ways it is intrinsically unsound.

RATES IN OPPOSITE DIRECTIONS ON SAME LINE

The Interstate Commerce Commission is the highest rate-making body in the United States. Not only has that Commission recognized in numerous decisions the propriety of treating the branch separately with respect to the rates that may be charged, but it has even gone so far as to hold that upon the same line rates may be higher in one direction than in the other. Upon this point I may refer to 4 I. C. C. R. 385; 6 I. C. C. R. 85; 9 I. C. C. R. 642, and 11 I. C. C. R. 627. The principles of these cases have never been changed either by the Commission or the courts. They are based upon the obvious fact that traffic conditions sometimes differ upon the same line with reference to the moving of freight or passengers in opposite directions. What, then, becomes of the contention that rates may be made by the same upon a branch line regardless of varying conditions and merely because the two lines are held in "common ownership," or form a "system"? There is simply nothing in the law of rate-making to support such a theory.

COMPARISONS

At this point it may not be ill-timed to suggest that the comparisons upon which Commissioner Shaughnessy seems to place so much reliance have little or no bearing upon this case considered in any aspect. While comparisons are usually treated as evidence, they carry practically no weight unless the comparisons are made between roads operating in the same section of the country and under similar conditions. Upon this point the Interstate Commerce Commission has spoken with emphasis many times. In one of its decisions it has used the language following:

In judging the reasonableness of a rate very little importance can be attached to comparisons made with rates in other sections of the country. The rates of this country are so far dependent upon varying and various conditions that it is possible by selecting the proper commodity and the proper locality to show almost anything in the way of comparisons. (11 I. C. C. R. 296-338.)

The language quoted applies just the same whether the comparison is made to sustain or overthrow a rate.

THE WISCONSIN RULE

Commissioner Shaughnessy seems to rely largely upon what he claims to be the Wisconsin rule of grouping main lines and branches. Although not in direct logical sequence, I may remark here that I can find nothing in the decisions of that Commission sustaining my associate's claim. All the cases I have been able to find treat the main line and the branches separately, as in law, I think, must be done, unless there is at least a near approach to uniformity in the conditions upon the different lines. Such conditions may easily be found in Wisconsin, but they do not exist in this case.

Moreover, I may say that the ruling of the Interstate Commerce Commission, that there may be a higher rate in one direction than the other upon the same line, is absolutely conclusive against the contention that the rates should be the same upon the main line and the branch because they constitute a system or are held in common ownership.

POLICY BAD FOR THIS STATE

The foregoing considerations make it clear that the policy of grouping the main lines and the branches together for rate-making purposes would not only be unjustifiable in this case, but unwise as a feature of our state policy in the regulation of railroads. We have now three main trunk lines crossing this State. It is safe to conclude that there will not be another within at least twenty years—possibly not in fifty. During that period railroad building in Nevada will be almost entirely in the nature of extensions and branch lines. Even at high rates these are usually unprofitable for a long time. Hence, we may safely assume that one of three things will occur under the policy marked out by the opinion and order of my associates:

First, railroad construction in this State will receive a sharp check; or, second, there can be no reductions in rates upon the main lines because of the lack of profits upon the branches; or, third, all the extensions and branches will be built by companies independent of the main-line companies.

Any of these results is bound to be detrimental to the upbuilding and commercial development of the State. Take the Western Pacific as an example. Can we imagine a greater absurdity in the business management of that road than throwing out branch lines into new and undeveloped territory in the face of a policy of regulation that would compel the application of the same rates upon the branches as upon the main line?

THE ORDER

I come now to the order. A glance at its language discloses the fact that the order is itself inconsistent with the theory which Commissioner Shaughnessy has adopted and upon which with so much labor he has endeavored to build up a case along new lines. It will be seen that the order applies only to the main line and the standard-gage portion of the branch line. Now it so happens that there are more than forty-two miles of narrow-gage track between Tonopah Junction and the California state line which constitutes a part of the main trackage of the Nevada and California. Why this omission? If the question of reasonable rates in this case is to be determined either by the common ownership or system theory, why is the narrow-gage portion excluded? It is just as much a part of the Southern Pacific Company's system as is the broad- or standard-gage; and so it is in like manner held in "common ownership." Then why not also force a 3-cent fare upon that portion of the line? There can be but one answer, namely, that conditions on the narrow-gage part of the Nevada and California road are different from those prevailing on the broad-gage part. And so the conditions on the broad-gage portion of the Nevada and California line differ greatly from those upon the main trunk line of the Central Pacific.

This is recognized by Commissioner Shaughnessy himself, when he presents figures showing that the Nevada and California passenger business nets only 1.86 per cent upon the fair value of the property used in the passenger service.

This segregation of the narrow-gage portion of the Nevada and California road from the broad-gage part, completely overthrows the contention that the rates should be the same because of "common ownership" or because the two roads, as an entirety, constitute a "system." It is a distinct admission that the question of reasonable rates must be determined by traffic conditions and not by a consideration of who owns the road.

THE ORDER IS INSEPARABLE

One of my strongest reasons for dissenting in this case is my firm conviction that the order cannot be segregated by any court in which its validity may be assailed. Much of the law of railroad regulation is still in a formative state, but some things have been well settled. One of these is that courts have no rate-making powers. The work of fixing rates belongs to law-making bodies and commissions created for the purpose. Hence the rule established by the courts that they cannot change or modify an order fixing rates. To do so would be to exercise the power of prescribing rates and make administrative orders.

DIFFERENT FROM GENERAL LAWS

It is true that maximum rate laws are sometimes held confiscatory with respect to some roads and not so as to others. But this presents an entirely different question. It may be illustrated by a reference to the case of the Southern Pacific Company, *et. al.*, v. Bartine, *et. al.*, 170 Fed. 735. In this case the Railroad Commission law was attacked by six roads. Six bills of complaint were filed, six separate decrees were prayed for, six separate showings were made, and six separate decrees were rendered. In five the rates complained of were upheld, and in one they were declared to be confiscatory. But there is a broad difference between a general statute applying to all railroads, and an order directed against a single corporation, and with no attempt at segregation. An order is based upon a proceeding that is judicial in its character. A notice or citation is sent out to particular companies—in this case to one company only. A hearing or investigation is held and a decision is reached. This decision finds final expression in an order which is somewhat of the nature of a judgment, but not exactly the same. A judgment may, upon appeal, be affirmed, reversed or modified. Not so with an order fixing rates. It must be held valid or invalid. Right there the power of the court ends, because, as I have said, to modify the order would be to modify or change the rates prescribed, which is, in effect, the making of rates.

See upon this point the case of Interstate Commerce Commission v. D. L. & W. Rd. Co., 64 Fed. 723. This principle runs all through the cases dealing with orders by the Interstate and State Commissions. If these two roads had been dealt with separately and an order made fixing the rate on each, the order might be held good with reference to one and bad in its application to the other. But nothing of the kind has been done. The two properties have been lumped together and one general order made applying the same rate to both roads.

There is nothing in the record upon which a court could make a segregation. The only way in which it could do so would be by taking upon itself the power to make rates, which, as I have repeatedly said, is an administrative or legislative act in contradistinction to a judicial one.

NO REASON FOR SUCH AN ORDER

In the opinion prepared by Commissioner Shaughnessy no reason is given for the making of an order differing radically in principle from any other that this Commission has made. In conference with his associates, though, he urges as the reason the transfer of the Nevada and California to the Central Pacific Company. I have already sufficiently given my reasons for believing that this transfer cannot, in law or equity, have the slightest bearing upon the question of what constitutes a reasonable rate on either road.

FIGURES NOT THE ISSUE

Nor should anyone be misled by Commissioner Shaughnessy's figures showing that the net earnings of the Central Pacific are sufficient to constitute a fair profit on both lines. It is by no means certain that this method of figuring will be accepted by the court in which the validity of the order is tried. While I think the method is sound, it cannot be said, in truth, that the courts have accepted it and made it settled law. It is, in fact, an open question yet, and one full of uncertainties.

QUESTION OF PRINCIPLE

But the issue here is not how the figures work out. The question is whether under the facts of this case he has pursued a lawful course in treating the two lines as one, and undertaking to force a rate upon the Nevada and California that is confiscatory as to that road, because there are large earnings upon the Central Pacific. This is a question of principle entirely, and the principle is just the same whether the combination of the main line and the branches shows a profit or a loss.

AN UNSAFE EXPERIMENT

Had the Commission upon the record in this case found that a 3-cent fare upon the main line would be just and reasonable, and an order been made of that tenor without touching the branch, there can be no doubt that its legality would have been sustained, unless it were shown by the defendant that the rate was confiscatory. The Commission would have stood upon safe and sure legal ground, so far as the status of these two roads is concerned. It seems to me like the height of unwisdom for my associates to abandon a policy the legal soundness of which is established, and adopt a new one radically different. It is never wise to give up a certainty for an uncertainty, unless, possibly, in a speculative way when there is a grand prize in expectancy. This is no such case.

CERTAIN TO BE A SUIT

It is as certain as anything can be in the work of this Commission that the defendant company will contest this order in court. Indeed, it is certain that almost any order made in the premises will be so contested. It is, therefore, of the first importance that the Commission plant itself upon *legal* ground that cannot be assailed successfully.

It is not wise to make an order that is even doubtful in law, when we can just as well make one the legality of which cannot fairly be questioned.

Nor can we afford to make an order that is more than likely to be held invalid by the courts, merely because it may be popular. No doubt the people living along the line of the Nevada and California road would appreciate a 3-cent fare. They would like a 1-cent fare still better. People usually want as low railroad rates as they can get. But if the Commission makes an order that is held to be invalid, they surely will not be very thankful for that. What the people upon the main line will think if their hopes of relief are dashed by the Commission's attempting too much, and accomplishing nothing, I will not venture to suggest.

SUMMARY AND CONCLUSION

Having thus stated my views at considerable length, it is now only necessary for me to summarize and conclude.

I believe the order to be invalid because it is completely at variance with the issue made at the hearing, and makes a reduction in fares that was never suggested to the defendant and upon which issue the defendant has never had a hearing.

I regard the order as invalid because it is not based upon the oral testimony and exhibits in the case or such records of this office as could properly be used, but is based rather upon a private investigation to which the defendant was not a party.

I believe the order to be invalid because the main line and the branch are treated as if they were a single line instead of two separate lines constituting parts of the Southern Pacific Company's Pacific System, which they always have been and still are so far as rates are concerned.

For the reason stated in the foregoing paragraph, I think that the whole mass of tabulations in the opinion, and which are in the nature of "findings," are immaterial and prove nothing in this case.

Even more strongly do I feel that the tables relative to groups of States have no proper place in this case, because they are not only immaterial, but are based upon data entirely outside the record.

I am firmly of the opinion that the transfer of the Nevada and California to the Central Pacific Company is of no significance whatever in relation to the question of what is a reasonable rate upon either road, and that to bring it into the case is simply to invoke an attenuated technicality that has not even the merit of being sound and reasonable. If the Central Pacific Company were the defendant, the point would be more plausible, but even then it would be utterly unsound as a legal proposition.

I am opposed to the order because I believe the policy sought to be established would be in the highest degree detrimental to the growth and prosperity of the State. If "common ownership" is to determine the question of rates, then it must apply in all cases, and with the possible exception of this particular case the application of the rule would generally make it impossible to reduce rates upon profitable main lines because the same company owns unprofitable branches. This would injure the entire State, because the rates upon the main line affect all the people of the State wherever they may live.

I do not believe that the order is divisible. In my judgment it must stand or fall as a whole. The court cannot divide an order based upon the theory that the two lines are in effect one, and hold it valid with respect to one and invalid as to the other. No court will undertake to rectify the mistakes of this Commission by modifying an invalid order so as to make it valid. To do so would be an assumption of an administrative power, something that no court possesses, and which no court claims.

I therefore think that an order should be made fixing a 3-cent fare upon the main Central Pacific line, leaving the Nevada and California with its present rate until a change of traffic conditions upon that road will legally justify a change of rates.

H. F. BARTINE.

Chief Commissioner.

Case No. 165—Grain Rates, Reno to Goldfield.

January 2, 1912. The Western Traffic Association vs. Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharges on shipments of grain, moving during the period, January to September, inclusive, 1907.

The Commission's letter of January 22, 1912, notified complainant as to its position in the matter, stating that a rate of \$13.30 per ton was applicable on and after April 22, 1907, while rate of \$18 per ton applied prior to that date; while effective September 28, 1906, rate of \$8 per ton became effective.

Case closed January 22, 1912, nothing further being heard from complainant.

Case No. 166—Released Valuations on Live Stock, Nevada-California-Oregon Railway.

January 4, 1912. Complaint filed by the Nevada Land and Livestock Company against the Nevada-California-Oregon Railway Company, alleging that shippers of cattle were forced to forward the same under contract, releasing the value to \$20 per head regardless of whether shippers were willing to pay higher rates upon higher valuations. The Commission was asked to take the matter up with the defendant company, with a view to having the same valuation scale established as established by the Southern Pacific Company and Western Pacific Railway Company.

The Commission found that the defendant company had in effect a sliding scale of valuations on live stock, similar to those in effect on the Southern Pacific Company and Western Pacific Railway Company, except that the Nevada-California-Oregon Railway Company based its rates for the transportation of cattle on a \$20 released valuation, while the other two companies based their rates on a \$30 released valuation. Complainants were so notified on February 28, 1912, and nothing further being heard from them case was closed.

Case No. 167—Diversion Charges on Shipment of Coal, Rock Springs, Wyoming to Mina, Nevada.

January 10, 1912. Complaint filed by the Mina Mercantile Company against the Southern Pacific Company, alleging the assessment of an unreasonable demurrage charge on a shipment of coal, shipped from Rock Springs, Wyoming, to Verdi, Nevada, and while en route diverted to the Mina Mercantile Company at Mina, Nevada.

Upon investigation the Commission found that the uniform rule established by practically all western carriers was to charge \$2 for every diversion made on shipments while en route to point of original destination. As the tariffs covering this particular shipment provided for this charge, such tariffs being on file with the Interstate Commerce Commission and the Railroad Commission of Nevada, the Commission found that the Southern Pacific Company was bound by such tariffs and that the charge of \$2 for diversion was legally assessed.

Case was therefore dismissed on January 16, 1912.

Case No. 168—Acceptance of Scrip in Exchange for Round-Trip Tickets on the Virginia and Truckee Railway.

January 16, 1912. This matter was taken up by the Commission on its own motion. The Commission found that the use of scrip on the Virginia and Truckee Railway was good in exchange for one-way first-class passenger tickets only, and that the users of scrip received no rebate for the scrip used on this road. In view of the fact that no rebate was given, the Commission believed that, for the convenience of the traveling public, scrip should be accepted in exchange for regular thirty-day round-trip tickets. The matter was taken up with the Transcontinental Scrip Bureau asking for an adjustment of the same.

Under date of January 18, 1912, the Transcontinental Scrip Bureau advised that it was agreeable to exchanging scrip for regular thirty-day round-trip tickets on the Virginia and Truckee Railway, and that such adjustment would be made at the earliest possible date.

The adjustment became effective December 1, 1912.

Case No. 169—Violation of the Full-Crew Law by the Tonopah and Goldfield Railroad Company.

January 31, 1912. Complaint of the Brotherhood of Railroad Trainmen against the Tonopah and Goldfield Railroad Company, alleging the violation of the "full train-crew laws" of Nevada by the defendant company.

The question was taken up with the officials of the defendant company, urging them to meet the requirements of the laws which it was alleged they were violating. Under date of March 19, 1912, the Commission was advised by the company that on the same day it was placing extra brakemen on Trains 23 and 24, thus bringing them within the full requirements of the law.

Complainants were notified of the company's action, and case closed March 22, 1912.

Case No. 170—Minimum Weights on Hay, Carloads, Alvord, Cal., to Mina, Nevada.

February 11, 1912. Complaint of the Mina Mercantile Company against the Southern Pacific Company, alleging overcharges on account of minimum weight of 14,000 pounds applied on shipment of hay, Alvord, Cal., to Mina, Nevada, the actual weight of shipment being 11,100 pounds, and asking for reparation.

Upon investigation the Commission found that the shipment in controversy was carried on a narrow-gage car, that the car upon which shipment was transported had been loaded to capacity, the weight amounting to 11,100 pounds. The agent of the Southern Pacific Company at Mina had, in the first instance, applied the actual weight, but later had been notified by the freight auditor to collect charges on the basis of 14,000

pounds, the minimum weight provided for by tariffs covering the movement.

The Commission took the matter up with the officials of the Southern Pacific Company, asking that it refund the excess charges to complainant, taking the position that the company had no right to assess charges on the basis of the minimum weight of 14,000 pounds when it was impossible to load the car to that weight. The company declined to make reparation on the grounds that the tariffs provided for a minimum weight of 14,000 pounds on hay in carload lots when shipped in cars twenty-eight feet or under in length.

Under date of July 29, 1912, the Commission laid this case before the Interstate Commerce Commission, which had jurisdiction, the shipment being interstate in character, and under date of September 18, 1912, advice was received to the effect that Mr. E. O. McCormick, vice-president of the Southern Pacific Company, was agreeable to protecting a minimum weight of 12,000 pounds on hay in narrow-gage cars, and would take steps to make reparation to the Mina Mercantile Company on this basis if agreeable to the Interstate Commerce Commission.

Complainant was so advised, and steps are now being taken to see that the reparation is made.

Case No. 171—Charge for Installation of Telephone Service in Reno, Nevada.

March 10, 1912. Complaint of Hugh Percy against the Pacific Telephone and Telegraph Company, alleging unreasonable charge of \$3.50 assessed for the installation of telephone service to complainant, when he had been a patron of the company for more than one year.

On March 28, 1912, the Commission issued a citation against the defendant company to appear and show cause why complainant was not entitled to service without having to pay an additional charge of \$3.50 over and above the regular rental charges assessed by the company.

Under date of April 1, 1912, complainant withdrew his complaint, as the question had been satisfactorily adjusted by the defendant company.

Case was dismissed April 4, 1911.

Case No. 172—Passenger Train Service on the Churchill-Mound House Branch of the Southern Pacific Company.

March 11, 1912. Complaint of the citizens of Dayton, Nevada, against the Southern Pacific Company, asking the Commission to have Sunday passenger train service reestablished on the Churchill-Mound House branch of the Southern Pacific Company.

On the date that complaint was filed, March 11, 1912, the Commission laid the matter before the general manager of the Southern Pacific Company, asking that the passenger train service requested by the citizens of Dayton be immediately reestablished. After some correspondence, and under date of March 28, 1912, the Southern Pacific Company agreed to reestablish this service, effective March 31, 1912.

Sunday passenger train service was reestablished on that day and has been continued since that time.

Case No. 173—Station Service at Schurz, Nevada.

March 18, 1912. This case was taken up by the Commission on its own motion. Informal complaints had been received by the Commission relative to the station service at Schurz, Nevada, alleging that passengers arriving at Schurz on Southern Pacific Company's Train 24 were compelled to wait at that point from about 3:30 a.m. until 6 or 7 o'clock

a. m. before they could secure stage accommodations for Rawhide, and that the waiting-room of the company's depot at Schurz was not kept warm for the comfort of passengers waiting for stage accommodations.

The matter was taken up with the general manager of the Southern Pacific Company, and under date of April 4, 1912, the Commission was advised that the agent at Schurz had been instructed to maintain a fire and make the waiting-room comfortable for passengers desiring to remain in the station after the arrival of Train 24.

Case No. 174—Express Rates on Fruits and Vegetables on the Lines of the American Express Company in Nevada.

March 18, 1912. This case was taken up by the Commission on its own motion, it having been found from a check of the tariffs of the American Express Company that the rates on fruits and vegetables from Nevada points on the line of the San Pedro, Los Angeles and Salt Lake Railroad to Tonopah and Goldfield, Nevada, were in some instances higher than the rates from Los Angeles, Cal., to those points. A general reduction in these rates was asked, in order that Nevada producing points would be on a more equitable basis by being able to compete with California producing points in the home market.

Under date of March 29, 1912, the American Express Company advised that the rates complained of would be adjusted, effective April 10, 1912, and on that day a tariff was made effective, reducing the express rates on fruits and vegetables between Nevada points on the lines of that company. These reductions ran from 75 cents to \$1.40 per hundred pounds. At the same time reductions in the regular general special rates were made running from 25 cents to 75 cents per hundred pounds.

Case No. 175—Rates on Wood in Carloads from Reno, Nevada, to Points on the Virginia and Truckee Railway.

March 24, 1912. Complaint of the Verdi Lumber Company against the Virginia and Truckee Railway, alleging unreasonable rates on slab and cord wood from Reno, Nevada, to various points on the line of the Virginia and Truckee Railway, and asking the Commission to establish a scale of reasonable rates to be assessed by the defendant company in the future.

Citation was issued to the Virginia and Truckee Railway under date of March 28, 1912, setting the date for appearing and answering the complaint for April 10, 1912.

On April 9, 1912, the defendant company filed its answer to the complaint. In its answer the company signified that it intended to make certain adjustments in the rates complained of to take effect at the earliest possible date. The proposed reductions ran from 20 cents to \$1.50 per cord.

The proposed adjustment became effective May 13, 1912, and under date of June 29, 1912, complainant asked that the case be dismissed, the new rates being satisfactory.

Complaint was therefore dismissed July 6, 1912.

Case No. 176—"C. O. D." Express Shipments, Wabuska to Fallon, Nevada.

March 26, 1912. Complaint of J. S. Gray against Wells, Fargo & Company's Express, alleging overcharge on "C. O. D." express shipment, Wabuska, Nevada, to Fallon, Nevada.

Upon investigation it was found that the correct charges had been

collected by the company, and complaint was therefore dismissed April 5, 1912.

Case No. 177—Telephone Charges for Service at the University of Nevada.

March 27, 1912. Complaint of the Board of Regents of the University of Nevada against the Pacific Telephone and Telegraph Company, alleging unreasonable charges for service at the various buildings of the University in Reno, Nevada.

On March 28, 1912, the Commission cited the defendant company to appear and answer the complaint on or before April 10, 1912. Under date of April 4, 1912, the Commission was in receipt of advice from Dr. J. E. Stubbs, president of the University of Nevada, stating that the company had agreed to render service to the institution for the sum of \$18 per month, instead of the rate originally quoted, \$25.50 per month, and that the arrangement was satisfactory to complainants.

The case was therefore dismissed April 5, 1912.

Case No. 178—Passenger and Commodity Freight Rates on the Nevada Northern Railway.

April 6, 1912. This case was taken up by the Commission on its own motion, notice being issued to the Nevada Northern Railway Company that the Commission believed its entire schedule of commodity freight rates and schedule of local passenger fares to be too high, and that an investigation of the same would be made.

Under date of June 15, 1912, the Commission notified the defendant company, that the taking of testimony in the case would begin at 10 o'clock a. m., July 10, 1912, at the offices of the Commission in Carson City, Nevada.

Accordingly on July 10, 1912, the hearing in this case took place before all members of the Commission in Carson City, the Nevada Northern Railway being represented by Judge C. H. Lindley, general counsel, Mr. L. G. Cannon, vice-president and general manager, Mr. R. S. Durkee, auditor, and Mr. C. O. Fleming, chief clerk.

The hearing adjourned with the understanding that the Commission would, if it found an adjustment in the rates necessary, submit a schedule of freight and passenger rates to the company, giving it an opportunity to conform with such schedule of rates, or making a further appearance before the Commission if it so desired.

Under date of September 12, 1912, the Commission submitted a schedule of freight and passenger rates making certain reductions in rates, and set October 5, 1912, as the date upon which such schedule should be adopted by the company, or upon which it should appear before the Commission to make such further showing as it desired.

On October 1, 1912, the defendant company requested an extension of time to October 14, 1912, in which to appear before the Commission and make a further showing in the case. The extension of time was granted by the Commission on October 2, 1912.

On October 14, 1912, the Nevada Northern Railway Company again appeared before the Commission, being represented by Judge C. H. Lindley, general counsel, Mr. L. G. Cannon, vice-president and general manager, and Mr. Frank Roper, auditor.

The commodity freight rate schedule as submitted to the company by the Commission was discussed in detail and, with a few modifications, was adopted as the schedule to be put into effect by the Nevada North-

ern Railway on both its intrastate and interstate business, to become effective at the earliest possible date, but not later than December 1, 1912.

The matter of passenger fares was taken under further consideration by the Commission. The company objected to putting a uniform rate of 4 cents per mile into effect, but offered to adjust the rate to 5 cents per mile, a reduction of approximately 1 cent per mile.

Under date of November 16, 1912, the Commission entered its formal order in this case, reading as follows:

[Case No. 178]

BEFORE THE RAILROAD COMMISSION OF NEVADA

THE RAILROAD COMMISSION OF NEVADA, *Complainant*,

v.

NEVADA NORTHERN RAILWAY COMPANY, *Defendant*.

OPINION AND ORDER

Begun April 6, 1912. Decided November 16, 1912.

OPINION

SIMMONS, Commissioner:

This case was instituted upon the Commission's own motion under the provisions of subdivision b of section 12 of the Railroad Commission law of this State, the citation having been issued on April 6, 1912.

After a number of postponements at defendant's request the case finally came to a formal hearing before the entire Commission in its offices at Carson City, Nevada, on October 14, 1912, the defendant company being represented by its general manager, L. G. Cannon and General Counsel Curtis H. Lindley. The defendant company waived all objections to the regularity of the proceeding, and the case was fully heard upon its merits. Certain freight rates specifically named in the order accompanying this opinion were agreed upon.

In the matter of the passenger fares, the Commission, upon the basis of the testimony adduced and the official records on file in this office, found that from Cobre and Shafter to McGill, East Ely and the City of Ely, a rate of \$6.30 should be applied in lieu of the present rate of \$8, and that between all intermediate stations the rate should be 5 cents per mile. An order should be entered in conformity herewith.

ORDER

**OFFICE OF THE
RAILROAD COMMISSION OF NEVADA.
CARSON CITY, NEVADA, November 16, 1912.**

Present: Chief Commissioner H. F. Bartine, First Associate Commissioner J. F. Shaughnessy and Second Associate Commissioner W. H. Simmons.

It Is Hereby Ordered: That on or before the 24th day of December, 1912, the Nevada Northern Railway Company, the defendant in this proceeding, shall amend its passenger fare schedule so as to apply a rate of not exceeding \$6.30 between Cobre and Shafter on the north and McGill, East Ely and the City of Ely on the south, in either direction, in lieu of the \$8 rate now in effect, and that between all intermediate stations either way a rate of 5 cents per mile shall be applied in lieu of the 6-cent rate now in effect.

It Is Further Ordered: That from and after December 1, 1912, between Cobre and Shafter on the north and East Ely on the south, operating each way, in lieu of the rates now in effect, upon the same commodities, the following rates shall be applied:

<i>Commodity</i>	<i>Rate per ton</i>
Beer, in wood or glass.....	\$9.00
Canned goods.....	8.00
Beer packages, returning.....	5.00
Flour and millstuffs.....	5.60
Fruits and vegetables.....	7.00
Grain.....	5.00
Hay.....	5.00
Explosives.....	18.00

Emigrant movables.....	6.00
Wrought and cast-iron pipe.....	8.60
Iron roofing.....	8.60
Junk.....	3.60
Lime, plaster and cement.....	3.40
Nails and fencing.....	9.00
Lumbers and timbers.....	3.40
Machinery.....	8.60
Paper, building.....	8.00
Salt.....	4.00
Clay and products.....	6.00
Soap and soap powders.....	8.00
Structural iron.....	8.00
Sugar, minimum weight 60,000 pounds.....	8.00
Sugar, minimum weight 36,000 pounds.....	9.00
Syrup.....	8.00
Wire rope and cable.....	9.00

It Is Further Ordered: That from and after the said December 1, 1912, between Ely and Kimberly operating each way, in lieu of the present rates upon the same commodities, the following rates shall be applied:

<i>Commodity</i>	<i>Rate per ton</i>
Brick.....	\$.80
Clay products.....	.80
High explosives.....	2.00
Grain.....	.80
Hay.....	1.00
Iron roofing.....	1.00
Structural iron.....	1.00
Lime, plaster and cement.....	.80
Lumber and timbers.....	.80
Machinery.....	1.00
Materials and supplies.....	2.00
Paper, building.....	1.00
Salt.....	.80
Wire rope and cable.....	1.00
Wire nails and spikes.....	1.00
Iron pipe.....	1.00

All of the foregoing freight rates on commodities are applicable to carload lots only.

RAILROAD COMMISSION OF NEVADA.

By H. F. BARTINE,

Chief Commissioner.

By J. F. SHAUGHNESSY,

First Associate Commissioner.

By W. H. SIMMONS,

Second Associate Commissioner.

This order has been fully complied with by the Nevada Northern Railway, the passenger fares between Cobre and Shafter, on the north, and Ely on the south, having been reduced from \$8 to \$6.30, and fares between all intermediate stations having been reduced from 6 cents per passenger mile to 5 cents.

Following will be found a list of the commodity rates adjusted, showing the rate in effect at the time of the hearing, the rate which was adopted in compliance with the Commission's order, the amount of reduction, and percentage of reduction:

NEVADA NORTHERN RAILWAY ADJUSTMENT MAIN LINE—BETWEEN COBRE, SHAFTER AND EAST ELY

<i>Commodity</i>	<i>Present rate</i>	<i>Adjusted rate</i>	<i>Reduction</i>	<i>Reduction</i>
Beer, in wood.....	\$9.00	\$9.00	.....	.....
or glass.....	13.20	9.00	\$4.20	31.82%

Canned goods.....	10.00	8.00	2.00	20.00%
Beer packages, returning.....	6.00	5.00	1.00	16.66%
Flour and millstuffs.....	7.00	5.60	1.40	20.00%
Fruits and vegetables.....	8.60	7.00	1.60	18.60%
Grain.....	6.00	5.00	1.00	16.66%
Hay.....	6.00	5.00	1.00	16.66%
Explosives.....	19.40	18.00	1.40	7.22%
Emigrant movables.....	7.20	6.00	1.20	16.66%
Wrought and cast-iron pipe.....	10.00	8.60	1.40	14.00%
Iron roofing.....	10.00	8.60	1.40	14.00%
Junk.....	8.60	3.60	5.00	58.14%
Lime, plaster and cement.....	4.00	3.40	.60	15.00%
Nails and fencing.....	13.20	9.00	4.20	31.82%
Lumber and timbers.....	4.00	3.40	.60	15.00%
Machinery.....	10.00	8.60	1.40	14.00%
Paper, building.....	10.00	8.00	2.00	20.00%
Salt.....	5.00	4.00	1.00	20.00%
Clay and products.....	7.40	6.00	1.40	19.00%
Soap and soap powders.....	13.20	8.00	5.20	39.40%
Structural iron.....	10.00	8.00	2.00	20.00%
Sugar, min. wt. 60,000 pounds.....	11.00	8.00	3.00	27.27%
Sugar, min. wt. 36,000 pounds.....	12.00	9.00	3.00	25.00%
Syrup.....	13.20	8.00	5.20	39.40%
Wire rope and cable.....	13.20	9.00	4.20	31.82%

MINES BRANCH—EAST ELY TO KIMBERLY, NEVADA

<i>Commodity</i>	<i>Present rate</i>	<i>Adjusted rate</i>	<i>Reduction</i>	<i>Reduction</i>
Brick.....	\$1.20	\$0.80	\$0.40	33.33%
Clay products.....	1.20	.80	.40	33.33%
Emigrant movables.....	1.80	1.00	.80	44.44%
High explosives.....	2.80	2.00	.80	29.00%
Grain.....	1.20	.80	.40	33.33%
Hay.....	1.20	1.00	.20	16.66%
Iron roofing.....	1.80	1.00	.80	44.44%
Structural iron.....	1.80	1.00	.80	44.44%
Lime, plaster and cement.....	1.20	.80	.40	33.33%
Lumber and timbers.....	1.50	.80	.70	46.66%
Machinery.....	1.80	1.00	.80	44.44%
Materials and supplies.....	2.00	2.00	.....	.....
Paper, building.....	1.80	1.00	.80	44.44%
Salt.....	1.20	.80	.40	33.33%
Wire rope and cable.....	1.80	1.00	.80	44.44%
Wire nails and spikes.....	1.80	1.00	.80	44.44%
Iron pipe.....	1.80	1.00	.80	44.44%

Case No. 179—Discontinuance of Telephone Service to the Public.

April 8, 1912. Complaint of the Esmeralda Water and Milling Company, against Mr. G. J. Betty, alleging that complainant was being discriminated against in the matter of telephone service in the town of Candelaria, Nevada.

The Commission took the matter up with defendant under date of April 12, 1912, notifying him that under the Railroad Commission law of this State it was illegal to discriminate against any party in the matter of either rates or service.

Under date of April 14, 1912, Mr. Betty advised that he was about to refuse service to all parties, and use the telephone line for his own personal convenience only. On April 24, 1912, the Commission advised defendant that it was not prepared, at that time, to say whether or not it was legal for him to deny the public service, and advised him to continue service to all parties desiring the same until such time as the Commission should notify him further. Under date of April 26, 1912, Mr. Betty stated that he would absolutely refuse to give the public service unless they came to his place of business in Candelaria, in which case he would allow them to use his telephone.

Under date of July 8, 1912, the following letter was addressed to the defendant and complainant notified of the same:

CARSON CITY, NEVADA, July 8, 1912.

MR. GEO. J. BETTY, *President and Manager, Rhodes Salt and Borax Company, Candelaria, Nevada.*

DEAR SIR: At the instance of the Railroad Commission of Nevada I address you this letter on the general subject of your differences with the Esmeralda Water and Milling Company, represented by Mr. Grube.

With reference to your letter of May 2, I have to say that in the judgment of our engineer, in which judgment the Commission fully concurs, your telephone line, considered as a public utility, is a long-distance line, not a local one.

In its bearing upon your obligations to the public the distinction is important. As a local line you would be obliged to install a switchboard and employ an operator, else the service could not be performed. Such has not been your custom, and in view of the small demand for local service we do not think that you should be required to go to the expense that a local service would entail.

As a long-distance line it is incumbent upon you to give all comers the benefit of the service in the same way and upon equal terms. The Commission fully recognizes your right to take down your line and discontinue the long-distance service. But being an established public utility we would not and could not permit you to keep up the line and allow some of the people to use it while denying the same right to others. That would be an evasion of the law, and result in discrimination that we could not countenance.

But, on the same principle, the water company could also go out of service as a public utility, deny water service to all, and sell all of its water to the railroad, or dispose of it in any other way.

Both as to the telephone service and the water service, the business is so small that it is not easy to draw the line hard and fast that ordinarily separates a public utility from a purely private business. And yet the Commission must do its best in that direction, having in view the interests of the public, however small that public may be.

I have been looking back through the rather voluminous correspondence bearing upon the water situation in Candelaria, leading up, as it does, to the controversy over the phone service. I cannot very well avoid the conclusion that underlying the whole trouble there is some personal feeling between yourself and Mr. Grube. The water company has very frankly stated to us that it will not allow the water service to be handled by Mr. Grube for the settlement of his personal differences. Mr. Grube has been so informed, and if Mr. Grube has ever pursued such a policy we are not aware that he has done so since the views of the company were made known to him.

Nor would the Commission feel justified in saying that you are actuated by any personal feeling in the telephone matter. Still we cannot help noting that the trouble over the telephone service followed closely upon the heels of the water controversy, and that you and Mr. Grube are the central figures in both. Hence, it is a reasonable surmise that personal feeling may have something to do with the issue over the telephone service. We do not say that such is the case, and hope that it is not, but the succession of complaints is, at least, strongly suggestive.

The Commission will be very glad to see eliminated all personal feeling that in any way affects either service. Your community is a small one, but it is nevertheless entitled to the very best service practicable on both lines, telephone and water, and we are very much in hope that both you and Mr. Grube will join us cordially in securing that much desired end. We urge you to render the best telephone service possible under the circumstances, and you may feel assured that we shall be equally urgent with the water company.

Very truly yours,

RAILROAD COMMISSION OF NEVADA.

By H. F. BARTINE,
Chief Commissioner.

Case No. 180—Reparation on Shipment of Pipe, Newburgh, N. Y., to Rhyolite, Nevada.

April 12, 1912. Complaint of the Western Traffic Association against the Las Vegas and Tonopah Railroad Company, alleging overcharge on a shipment of iron pipe, Newburgh, N. Y., to Rhyolite, Nevada, moving in the year 1907, the overcharge accruing on that portion of the rate applying from Las Vegas, Nevada, to Rhyolite, Nevada.

Upon investigation the Commission found that there was a dispute between complainant and the defendant company as to the character of pipe which moved, that the matter was solely within the jurisdiction of the Interstate Commerce Commission, the shipment being interstate in character, and further that the two-year period of the statute of limitations had expired, leaving that Commission without jurisdiction.

After giving consideration to all of these matters, the Commission found it useless to continue the investigation, and therefore, under date of June 10, 1912, the case was dismissed.

Case No. 181—Switching Charges at Goldfield, Nevada.

April 11, 1912. Petition of the Las Vegas and Tonopah Railroad Company, and Tonopah and Goldfield Railroad Company, asking the Commission to allow the two roads to appear and submit testimony relative to certain joint switching charges collected for service rendered in Goldfield, Nevada, and further asking the Commission to render a decision as to which of the two roads should be credited with such revenues.

The Commission set May 17, 1912, as the date for hearing, but upon application of counsel for the two roads the hearing was indefinitely postponed.

Upon request the Commission on October 26, 1912, set the date of hearing to take place November 13, 1912, at its office in Carson City.

The hearing took place at Carson City, Nevada, on the above-named date. The Las Vegas and Tonopah Railroad was represented by C. O. Whittemore, general counsel, and C. E. Redman, traffic manager, and the Tonopah and Goldfield Railroad was represented by Mr. Cutter, president of the company, H. H. Brown, general counsel, and W. D. Forster, traffic manager. Testimony was taken on behalf of both parties to the proceeding and the case submitted for decision at the close of the hearing.

Up to the time of closing this report no decision has been rendered.

Case No. 182—Grain Rates, Reno to Goldfield, Nevada.

April 21, 1912. Complaint of the Western Traffic Association against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharge on shipment of grain, Reno to Goldfield, Nevada, moving in May, 1907.

Upon investigation the Commission found that the rate assessed was the combination of two commodity rates based on Mina, Nevada, making a through rate of \$18 per ton. It was also found that at the time shipment moved the combination of the class rate, Reno to Mina, Nevada, plus the commodity rate, Mina to Goldfield, Nevada, made a through rate of \$13.30 per ton.

The Commission notified the Southern Pacific Company that the proper rate applicable to this shipment was \$13.30 per ton, and asked that shippers be refunded the amount of overcharge. The defendant

company advised the Commission that at the time the shipment in question moved there was a circular in effect requiring the assessment of the commodity rate regardless of whether the class rate was lower, and declined to make refund on this ground.

Under date of May 3, 1912, the defendant company was notified that the circular in question had never been filed, and that therefore, as far as Nevada intrastate rates were concerned, it had no legal effect. The company replied, contending that at the time the shipment moved the Southern Pacific Company had no tariffs on file with the Nevada Commission, and that therefore the circular had full legal effect at that time.

Under date of August 13, 1912, the company was notified that the circular should have been on file at the time this shipment moved, as the Commission had issued an order requiring the filing of all tariffs, circulars, rules and regulations affecting Nevada intrastate rates, on or before May 7, 1907, while the shipment in controversy moved May 28, 1907, twenty-one days later. Attention was also called to the fact that the Southern Pacific Company had made several applications for permission to refund on shipments moving during the year 1907, wherein the same principle was involved, namely, the protection of a class plus a commodity rate to make the through rate instead of the combination of two commodity rates. In view of this fact, the Commission took the position that if a refund was declined in this case, and had been made in others of an identical nature upon the voluntary application of the defendant company, the Southern Pacific Company was open to the charge of discrimination.

The defendant company replied to this letter, still declining to make refund, and the matter is still under consideration.

Case No. 183—Violation of "Full Train-Crew Laws" by the Southern Pacific Company.

April 23, 1912. Complaint of the Brotherhood of Railroad Trainmen against the Southern Pacific Company, alleging the violation of the "full train-crew laws" of Nevada, and asking the Commission to compel the company to comply with the same.

The Commission has this matter under investigation, and when it has completed the same the result of such investigation will be laid before the Attorney-General of the State, whose duty it is to enforce the law.

Case No. 184—Passenger Fare, Wabuska to Carson City, Nevada.

April 26, 1912. The Commission took this question up on its own motion, it having received several informal complaints to the effect that the Southern Pacific Company's agent at Wabuska, Nevada, was selling first-class passenger tickets through, from Wabuska to Carson City, Nevada, at a rate of \$2.70, while the correct rate should have been \$2.55 in accordance with the legally published tariffs of the company on file with the Commission.

Upon investigation it was found that the agent at Wabuska had made an error in the application of the rate, and the Southern Pacific Company took steps to immediately correct the error.

Case No. 185—Overcharges on Sewer Pipe Moving from Lincoln, Cal., to Goldfield, Nevada.

April 27, 1912. Complaint of the Western Traffic Association against the Southern Pacific Company and Tonopah and Goldfield Railroad Com-

pany, alleging overcharges on shipments of sewer pipe, moving from Lincoln, Cal., to Goldfield, Nevada, during the months of July and August.

The Commission dismissed this case on July 24, 1912, owing to lack of jurisdiction, the same being interstate in character and under the authority of the Interstate Commerce Commission.

Case No. 186—Overcharge on Shipment of Pipe Fittings and Connections, Newburgh, N. Y., to Rhyolite, Nevada.

April 27, 1912. Complaint of the Western Traffic Association against the Las Vegas and Tonopah Railroad Company, alleging overcharge on carload shipment of pipe fittings and connections from Newburgh, N. Y., to Rhyolite, Nevada, moving during the year 1907.

This complaint was dismissed by the Commission on July 24, 1912, for the reason that the Commission was without jurisdiction, the shipment being interstate in character and within the jurisdiction of the Interstate Commerce Commission.

Case No. 187—Charge for Loss of Excess Baggage Charge Receipt at Reno, Nevada.

May 8, 1912. Complaint of W. R. Crawford against the Southern Pacific Company, alleging excessive charges for penalty against passenger losing excess baggage charge receipts on baggage forwarded from San Francisco, Cal., to Reno, Nevada.

Upon investigation the Commission found that the charge for loss of receipts was required by the tariffs on file with the Interstate Commerce Commission and the Railroad Commission of Nevada, and that therefore the charges collected in this case were legal.

Complainant was so notified, but the Commission did not pass upon the reasonableness of such charges.

Case No. 188—Balance Lot Shipment of Lumber Moving from Truckee, Cal., to Goldfield, Nevada.

May 16, 1912. Complaint of the Western Traffic Association against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharge on "balance lot" shipment of lumber, moving from Truckee, Cal., to Goldfield, Nevada, during the year 1907, upon which the less than carload rate was assessed.

Under date of July 24, 1912, the Commission advised complainant that it believed their claim to be a valid one, but, owing to the fact that the shipment in question was interstate in character, it was within the jurisdiction of the Interstate Commerce Commission. The case was therefore dismissed.

Case No. 189—Excessive Fourth-Class Rate, Reno to Fallon, Nevada.

May 22, 1912. Complaint of the Flanigan Warehouse Company against the Southern Pacific Company, alleging the existing fourth-class rate, Reno to Fallon, Nevada, was excessive as it exceeded the combination on Hazen, and asking the Commission to adjust the matter.

Upon investigation the Commission found that the through fourth-class rate named, from Reno to Fallon, was 38 cents per hundred, while the combination of the fourth-class rate Reno to Hazen plus the fourth-class rate Hazen to Fallon, made a through rate of 36 cents per hundred. It was found, therefore, the existing through rate of 38 cents per hundred was in violation of the Commission's Tariff Ruling No. 4, and the Southern Pacific Company was advised to correct the through rate by reducing it to 36 cents per hundred.

After some correspondence on the subject the Southern Pacific Company notified the Commission under date of September 6, 1912, that the through rate would be reduced to 36 cents per hundred, effective October 12, 1912.

Complainant was so advised and also informed that shippers were entitled to reparation on all fourth-class shipments moving from Reno to Fallon on and after May 1, 1910.

Case No. 190—Overcharges on Sewer Pipe, Carloads, Lincoln, Cal., to Goldfield, Nevada.

May 25, 1912. Complaint of the Western Traffic Association against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging overcharge on carload shipment of sewer pipe, moving from Lincoln, Cal., to Goldfield, Nevada, during the year 1907.

This case was identical with Case No. 185, and was disposed of in the same manner.

Case No. 191—Lumber Rates, Reno to Virginia City, Nevada.

May 25, 1912. Application of the Nevada Freight Claim Bureau for ruling on the correct application of lumber rates from Reno to Virginia City, Nevada, effective during the month of December, 1906.

After careful investigation, the Commission on June 18, 1912, made the following ruling on this subject:

We find that Virginia and Truckee Railway's Freight Tariff No. 1, which was effective July 10, 1906, governed these shipments. This tariff being governed by the Western Classification and Exceptions thereto as adopted by the Southern Pacific Company in so far as class rates were concerned. The Exceptions to the Western Classification, referred to, provided for a rate of Class B on lumber and its products when shipped in carload lots.

Virginia and Truckee Railway's Freight Tariff No. 1 named a rate of \$4.50 per ton for articles taking Class B when shipped from Reno to Virginia, while a specific rate of \$5 per ton was named for lumber, lath, pickets, posts and shingles, Reno to Virginia City, when shipped in carload lots.

There is nothing in this tariff that sets forth specifically the method for applying class or commodity rates when in conflict. If the tariff had contained the provision that the commodity rates must govern regardless of the class rates, we should have been compelled to take the view that the \$5 rate was applicable at the time this shipment moved, but there is no such provision, the tariff simply carrying a class rate for lumber and a commodity rate for lumber which are in conflict, and in view of such condition shippers were entitled to the lowest rate named.

We therefore rule that the correct rate applicable to the movement of lumber in carload lots, Reno to Virginia City, during the period mentioned in the first paragraph of this letter, was \$4.50 per ton, and shippers are entitled to reparation.

Case No. 192—Passenger Train Service on the Wadsworth Branch of the Southern Pacific Company.

June 5, 1912. Complaint of the citizens of Wadsworth, Nevada, against the Southern Pacific Company, alleging unsatisfactory passenger train service between Derby and Wadsworth, Nevada, by the establishment of train connections with Train No. 6 going east and a through train going west.

After thorough investigation and correspondence with the general manager of the Southern Pacific Company, the following passenger train schedule was agreed to by the Commission and the Southern Pacific Company:

Motor No. 201 to run into Wadsworth to bring passengers out to connect with Train 6 for the east; start No. 184 from Sparks to make connections with No. 6

at Derby, taking passengers into Wadsworth, then coming out to Derby and continuing on to Fallon. Westbound Train No. 183 to run into Wadsworth and back to Derby in time to connect with No. 23.

Under date of August 23, 1912, complainants were advised of the new train schedule, and on August 27, 1912, a letter was received from the chairman of the Citizens' Committee of Wadsworth, stating that the proposed service was entirely satisfactory to the people of that community.

Case No. 193—Coal Rates, Rock Springs, Wyo., to Carson City, Nevada.

June 8, 1912. Complaint of A. G. Meyers against the Virginia and Truckee Railway, alleging overcharge on shipment of coal, carload, moving from Rock Springs, Wyoming, to Carson City, Nevada, shipment moving in November, 1911, prior to the 15th day of that month.

The results of the Commission's investigation of this case, and the final disposition of the same, are embodied in its letter of June 28, 1912, addressed to the complainant Mr. A. G. Meyers, and which reads, as follows:

CARSON CITY, NEVADA, June 28, 1912.

MR. A. G. MEYERS, *Carson City, Nevada.*

DEAR SIR: Referring to your complaint against the Virginia and Truckee Railway, alleging overcharge on shipment of coal, Rock Springs, Wyoming, to Carson City, Nevada:

Upon investigating this matter thoroughly, we find that effective October 12, 1911, the Virginia and Truckee Railway established a rate of \$1.50 per ton on coal, Reno to Carson City, Nevada. At the time the through rate on coal from Rock Springs to Carson City was \$7 per ton and to Reno \$5 per ton. The rate from Reno to Carson being reduced to \$1.50 per ton would make a through rate, by applying the combination, of \$6.50 per ton.

The rate named in the through joint tariff was not reduced to \$6.50 per ton until November 16, 1912, and according to the rulings of the Interstate Commerce Commission, the rate of \$7 per ton would have to apply until that date, the through published rate being the only rate that could govern.

However, the Interstate Commerce Commission has a ruling in effect allowing railroads to reduce through rates to the sum of the locals by filing a tariff with the Commission on one day's notice, if the carriers so *desire*. This, however, is not compulsory on the carriers. The Commission has also ruled that any through rate exceeding the combination of the local rates is *prima facie* unlawful and unreasonable, but in order to secure reparations in cases of this kind it is necessary to bring the matter formally before the Commission.

In view of these conditions we think it advisable for you to file formal complaint with the Interstate Commerce Commission against the Virginia and Truckee Railway, Southern Pacific Company, and Union Pacific Railroad, asking for reparation on all shipments of coal moving from Rock Springs, Wyoming, to Carson City, Nevada, which were consigned to you between the dates of October 12, 1911, and November 15, 1911, inclusive, to the amount of 50 cents per ton.

If you desire any further information on this subject, such as tariff references, etc., kindly let us hear from you.

Very truly yours,

RAILROAD COMMISSION OF NEVADA,

By E. H. WALKER, *Secretary.*

Case No. 194—Switching Charges at Thompson, Nevada.

June 18, 1912. Complaint of the Mason Valley Mines Company against the Nevada Copper Belt Railroad Company, asking for a hearing in the matter of certain switching charges assessed by the Nevada Copper Belt Railroad, and requesting the Commission to arbitrate the question.

Complainant and defendant were notified that the Commission was agreeable to holding a hearing in this case on July 12, 1912, at its offices

in Carson City, Nevada. Upon request of attorney for plaintiff, the date of hearing was indefinitely postponed, until a date agreeable to both parties could be decided upon.

Up to the time of closing this report the parties in interest have not agreed upon a date for hearing.

Case No. 195—Regarding Installation of Telephone Service to Party in Reno, Nevada.

June 18, 1912. Complaint of C.V. Drake of Reno, Nevada, against the Pacific Telephone and Telegraph Company, alleging unsatisfactory service in the matter of installing telephone in his residence.

Upon investigation, it was found that complainant had sickness in his family and desired immediate telephone service in his residence. He therefore ordered the telephone installed, which he was advised would be done. After waiting some time without the telephone being put in he called at the telephone office regarding the matter, and was advised that it would be necessary for him to deposit \$5 before the telephone would be installed. Complainant immediately made the deposit and requested immediate service. Three or four days later after great inconvenience and trouble, using his neighbor's telephone for sick calls and the sick member of his family having died, the order for the telephone was canceled.

This matter was laid before the district commercial superintendent of the Pacific Telephone and Telegraph Company, asking that a thorough investigation of the same be made, and the result thereof reported to the Commission.

Under date of July 19, 1912, advice was received from the Company, stating that the facts as presented by the Commission were substantially correct, and that the fault rested upon the local management at Reno, as the rules of the company provided for the installation of service for subscribers at all exchanges and made provisions for emergencies of the nature referred to by complainant.

It was further stated that steps had been taken to avoid an occurrence of a like nature in the future.

Complainant was so advised, and later, notified the Commission that he had been reimbursed the amount of his deposit for the installation of telephone service, and was satisfied with the disposition of the case.

Case No. 196—Failure to Answer Correspondence Relative to Claim for Loss of Freight in Transit.

July 1, 1912. Complaint of the Elko Hide and Junk Company against the Eureka-Nevada Railway Company, alleging that letters addressed to the company's officials relative to a claim for loss of freight in transit were ignored.

The Commission addressed several letters to the management of the Eureka-Nevada Railway Company relative to this complaint, urging promptness in handling matters of this kind, the last letter addressed to defendant being under date of September 5, 1912.

Since that time nothing further has been heard from complainants, and it is believed that the matter has been satisfactorily handled by the company since that time.

Case No. 197—Relative to Fourth-Class Freight Rate, Reno to Fallon, Nevada, As Applicable to Reparation Cases.

July 2, 1912. Complaint of the Nevada Freight Claim Bureau against

the Southern Pacific Company, referring claim against the company to the Commission, in the matter of the application of the 36 cents per hundred fourth-class rate, Reno to Fallon, Nevada, as against the rate charged of 38 cents per hundred; asking the Commission to notify the defendant company as to the legality of the 36-cent rate.

Under date of July 6, 1912, complainant was notified that the Commission already had this matter up with the officials of the Southern Pacific Company, and advised it to regularly file claim with the company on freight bills covering shipments moving on and after May 1, 1910, asking reparation on the basis of the 36-cent rate.

Case No. 198—Rate on Potatoes, Carloads, Lux, Nevada, to Reno, Nevada.

July 20, 1912. Complaint of the Merchants' and Manufacturers' Traffic Association of Sacramento, Cal., against the Southern Pacific Company, alleging excessive rate assessed on carload shipment of potatoes, moving from Lux to Reno, Nevada, in January, 1912, and asking that the defendant company be required to protect rate of \$2.95 per ton.

Upon investigation, it was found that the Class C rate had been assessed upon this shipment, Lux to Reno, Nevada, amounting to \$6 per ton. It was further found that the commodity rate on potatoes in carload lots from Wabuska to Reno, Nevada, was \$2.25 per ton, and the Class C rate, Lux to Wabuska, was 70 cents per ton, making a through rate by using this combination amounting to \$2.95 per ton.

Under date of July 24, 1912, the Commission asked the defendant company to protect the rate of \$2.95 per ton in conformity with the Commission's Tariff Ruling No. 4. On July 27, 1912, the Southern Pacific Company advised that arrangements had been made to protect the \$2.95 rate as requested.

Complainant was so notified on July 29, 1912.

Case No. 199—Rate on Brick, Carloads, Reno to Tonopah, Nevada.

July 31, 1912. Petition of the Reno Pressed Brick Company, asking the Commission's cooperation in securing a lower rate on brick, in carload lots, Reno to Tonopah, Nevada, over the lines of the Southern Pacific Company and the Tonopah and Goldfield Railroad.

Upon investigation it was found that the existing rate on brick in carload lots, Reno to Tonopah, Nevada, was \$5 per ton, and after due consideration the Commission believed that owing to the facts that brick was considered as a low-grade commodity and generally received the benefit of the lowest rates possible on nearly every railroad, and also that cars could be loaded to a very heavy capacity with this commodity, a rate of \$3.50 per ton would be fully compensatory for the movement from Reno to Tonopah, Nevada. The two companies interested in the haul were therefore requested to establish a rate of \$3.50 per ton for this movement.

Under date of August 5, 1912, a letter was received from the Tonopah and Goldfield Railroad, advising that the Southern Pacific Company had been notified that the Tonopah and Goldfield Railroad was agreeable to this rate, and authorized the publication of the same.

The rate was published and made effective September 8, 1912.

Case No. 200—Less Than Carload Rates on Beer, Reno to Points on the Nevada and California Railway Branch of the Southern Pacific Company.

August 6, 1912. This case was taken up by the Commission on its own motion. Upon a careful check of the Southern Pacific Company's local freight tariffs, it was found that the rates on beer, in less-than-

carload lots, from Reno to points in Nevada on the Nevada and California Railway branch of the Southern Pacific Company, were in violation of the Commission's Tariff Ruling No. 4.

The defendant company's tariffs provided certain less-than-carload rates on beer, from Reno to the above-mentioned points, and these rates were applied as the maxima to intermediate points unless the class rate was lower, in which case the class rate was applied. Upon check, however, it was found the less-than-carload rate on beer from Reno to Churchill, Nevada, was 25 cents per hundred, and by adding the Class 3 rate to this rate of 25 cents from Churchill to points south, a lower rate than either the through class or commodity rate was obtained.

The company was so notified, and asked to readjust its rates accordingly. Under date of August 19, 1912, the Southern Pacific Company advised that the rates would be readjusted as requested.

Therefore, on November 23, 1912, the following adjustments in beer rates were made:

BEER IN LESS-THAN-CARLOAD LOTS, FROM RENO, NEVADA,

To	Old rate, per cwt.	Adjusted rate, per cwt.	Reduction, per cwt.
Fallon	44cts.	35cts.	9cts.
Numana	40	31½	8½
Wabaska	40	35½	4½
Moquist	59½	39½	20
Rio Vista	62½	44	18½
Reservation	62½	48	14½
Schurz	69	52	17
Modoc	71½	56	15½
Gillis	74½	62	12½
Walker	80	66	14
Thorne	80	72	8
Dover	89	75	14
Kinthead	91	78	13
Acme	91	81	10
Seco	95	82½	12½
Luning	95	84½	10½
Mina	97	87½	9½
Sodaville	99	87½	11½
Rhodes	99	91	8
Tonopah Junction	99	91	8
Belleville	100	96½	3½
Filben	100	96½	3½
Candelaria	100	99½	1½
Little Summit	100	99½	1½

Case No. 201—Commodity Rates on Main Line of Southern Pacific Company in Nevada.

August 13, 1912. This case was taken up by the Commission on its own motion. Upon a careful check of the Southern Pacific Company's local freight tariff, applying between points on the main line of the company in Nevada, it was found that a few commodity rates named therein were in violation of the Commission's Tariff Ruling No. 4, in that the through rate named exceeded the combination of commodity or class and commodity rates at intermediate points. The rates found to be out of line, were as follows:

Rates on hay and straw, carloads, from Rye Patch, Nevada, to Reno and Sparks, Nevada. The rate named was 18½ cents per hundred, and should have been 16¾ cents per hundred.

Rates on hay and straw, carloads, from Kodak to Sparks and Reno, Nevada. The rate named was 14¾ cents per hundred, and should have been 12½ cents.

Rates on lumber and its products, in carload lots, from Calvada and Reno to Massie, Nevada. The rate named was 20 cents per hundred, and should have been 18½ cents.

Rates on sulphur, in carload lots, from Winnemucca to Beowawe, Palisade, and Carlin, Nevada. The rates named were \$5 per ton, and should have been \$4.05 per ton to Beowawe, \$4.25 per ton to Palisade, and \$4.60 per ton to Carlin.

The defendant company was requested to make the above adjustments, and under date of August 15, 1912, advised the Commission that the same would be done at the earliest possible date. Effective November 12, 1912, the adjustments were made.

Case No. 202—Various Commodity Rates Between Points on the Tonopah and Goldfield Railroad.

August 16, 1912. This case was brought by the Commission on its own motion. Upon a check being made of the Tonopah and Goldfield Railroad Company's local freight tariff, it was found that numerous commodity rates named were in violation of the Commission's Tariff Ruling No. 4, as they exceeded the combinations of local rates on intermediate points in each instance.

The defendant company was therefore requested to adjust the following rates:

Flour, in carload lots, Mina to Tonopah, Nevada, rate charged \$7.45 per ton, should be \$7.10 per ton.

Flour, in less than carload lots, Mina to Blair Junction, Nevada, rate charged \$5 per ton, should have been \$3.65 per ton.

Flour, in less than carload lots, Mina to Tonopah, Nevada, rate charged \$8 per ton, should have been \$7.25 per ton.

Fruit and vegetables, in carload lots, Mina to Tonopah, Nevada, rate charged \$8 per ton, should have been \$7.80 per ton.

Hogs and sheep, in carload lots, Mina to Redlich, Nevada, rate named \$23 per standard car, should have been \$17 per standard car.

Horses and mules, carload lots, Mina to Redlich, Nevada, rate named \$30 per car, should have been \$20 per standard car.

Horses and mules, carload lots, Mina to Rock Hill, Nevada, rate named \$30 per standard car, should have been \$28 per standard car.

Machinery, carload lots, Mina to McSweeney, Nevada, rate named \$12 per ton, should have been \$11 per ton.

Machinery, carload lots, Mina to Klondyke, Nevada, rate named \$14 per ton, should have been \$13 per ton.

Machinery, carload lots, Mina to Goldfield, Nevada, rate named \$15.20 per ton, should have been \$15 per ton.

Lumber, carload lots, Mina to McSweeney, Nevada, rate named \$7 per ton, should have been \$6 per ton.

Oils, carload lots, Mina to Redlich, Nevada, rate named \$2.60 per ton, should have been \$2.40 per ton, the fifth-class rate.

Iron or steel pipe, carload lots, Mina to Blair Junction, Nevada, rate named \$5.20 per ton, should have been \$5 per ton.

Iron or steel pipe, carload lots, Mina to McLeans, Nevada, rate named \$7 per ton, should have been \$6 per ton.

Powder and high explosives, in lots of not less than one ton, Tonopah to Goldfield, Nevada, rate named \$6.20 per ton, should have been \$6 per ton.

Hay, in carload lots, Tonopah to Mogul Siding, Nevada, rate named \$2 per ton, should have been \$1 per ton, the Class C rate.

Lumber, carload lots, Tonopah to Mogul Siding, Nevada, rate named \$2 per ton, should have been \$1 per ton, the Class B rate.

Packing-house products, in ton lots, Tonopah to Millers, Nevada, rate named \$3 per ton, should have been \$2 per ton, the class rate.

Salt, carload lots, Tonopah to Millers, Nevada, rate named \$3 per ton, should have been \$2 per ton, the Class D rate.

Fresh meat and dressed poultry, carload lots, Tonopah to Millers, Nevada, rate named \$3 per ton, should have been \$2 per ton, the third-class rate.

Under date of August 26, 1912, the Tonopah and Goldfield Railroad Company advised the Commission that it would publish a new tariff doing away with the discrepancies cited, but objected to the Commission

basing so many of its combinations on Mogul Siding, Nevada, a blind siding to or from which no freight was shipped. On September 5, 1912, the Commission advised the defendant company that, even though the point named was a blind siding, the company had named rates to and from the same, and it was therefore a legitimate point upon which to base rates. The Commission also approved the issuance of a new local freight schedule.

This case is still pending, the new tariff not having been issued up to the closing of this report.

Case No. 203—Various Class and Commodity Rates Between Points on the Eureka-Nevada Railway.

August 17, 1912. This case was taken up by the Commission on its own motion. Upon a check of the Eureka-Nevada Railway Company's local freight tariff, it was found that a great many of the class rates named, and a few of the commodity rates, were in violation of the Commission's Tariff Ruling No. 4, as they exceeded the combinations of local rates on intermediate points.

The Eureka-Nevada Railway Company was requested to readjust its entire class rate scale, and also the following commodity rates:

Hay, in carload lots, between Alpha and Palisade, Nevada, rate named \$5 per ton, should have been \$3.50 per ton.

Hay, in carload lots, between Eureka and Palisade, Nevada, rate named \$8 per ton, should have been \$7.50 per ton.

Under date of August 18, 1912, the defendant company advised that the adjustments ordered would be made, and accordingly effective September 15, 1912, a new tariff was issued correcting the discrepancies.

Case No. 204—Cost of Making Improvements on Spur Track of Nevada Gas Company, in Tonopah, Nevada.

August 18, 1912. Complaint of the Nevada Gas Company against the Tonopah and Goldfield Railroad Company, alleging that defendant company was about to require certain improvements made on spur track belonging to complainant connecting with the main line of defendant's road, and that costs for such improvements were to be charged against complainant. The Commission was asked to make a thorough investigation of the necessity for the improvements on the spur track referred to, and further that if the Commission should find the improvements necessary that it decide which party should bear the expense, complainant or defendant. Pending the decision of the case complainant asked that the railroad company be ordered to allow complainant unhindered use of the spur track, with such additional relief as might be proper in the premises.

After an interchange of several letters with complainants, the Commission was advised on August 19, 1912, that the gas company had no desire to interfere in the slightest with the work of the railroad company and was willing that the improvements be made on the spur upon the understanding that the decision as to the proper party to pay for the same should be left to the Commission.

Under date of August 20, 1912, the Commission served copy of complaint upon the defendant railroad company, and requested that service be maintained on the gas company's spur track pending the decision in the case. Under date of August 22, 1912, the Tonopah and Goldfield Railroad notified the Commission that this would be done.

Hearing on this matter was held before Commissioners Shaughnessy and Simmons, in Tonopah, Nevada, on October 2, 1912, appearances on behalf of complainant being H. H. Atkinson, counsel, and J. S. Worthington, local manager of the Nevada Gas Company; and for the defendant Mr. H. H. Brown, counsel, and Mr. R. W. Cattermole, chief engineer of the Tonopah and Goldfield Railroad Company.

This case is still under consideration.

Case No. 205—Overcharge on Trunk Shipped from Juab, Utah, to Yerington, Nevada.

August 26, 1912. Complaint of George Parker against the San Pedro, Los Angeles and Salt Lake Railroad Company, alleging overcharge on one trunk containing personal effects, shipped from Juab, Utah, to Yerington, Nevada.

From the statement of complainant it appears that he tendered this shipment to the agent at Juab, Utah, who assessed prepaid charges on the same, from Juab to Yerington, via Salt Lake City and Ogden. Shipper paid charges in full, but the agent forwarded the shipment to Yerington, via Las Vegas, Goldfield and Mina. When the shipment arrived at Las Vegas the agent at that point refused to allow it to go forward from that point as there was not sufficient prepayment to carry the same through to Yerington via that route.

This case is still under investigation.

This case is interstate in character, and the Commission has no direct jurisdiction.

Case No. 206—Wages of Telephone Operators in Nevada.

August 28, 1912 This matter was taken up by the Commission on its own motion. Upon the basis of the investigation carried on in Case No. 157 it was found that the telephone operators employed by the Pacific Telephone and Telegraph Company in Nevada were receiving very low wages, the scale of wages being as follows:

Operators, beginners.....	\$25.00 per month
Operators, after 3 months' service.....	27.50 per month
Operators, after 6 months' service.....	30.00 per month
Operators, after 9 months' service.....	32.50 per month
Operators, after 18 months' service.....	35.00 per month
Operators, after 30 months' service.....	40.00 per month

In the interest of good service, the Commission thought that it was advisable for the defendant company to increase the scale of pay for the operators, and a letter was therefore addressed to the company suggesting that the following scale of wages be adopted for telephone operators in Nevada for the future:

Operators, beginners.....	\$40.00 per month
Operators, after 6 months' service.....	50.00 per month
Operators, after 12 months' service.....	60.00 per month

The Pacific Telephone and Telegraph Company replied to this letter asking for a conference with the members of the Commission relative to this subject, and on September 12, 1912, a conference was held between the Commission and Messrs. A. C. Stannard, traffic engineer, J. H. Corcoran, division superintendent of traffic, and J. W. Gilkyson, division commercial superintendent, representing the company. After a thorough discussion of the subject, the Commission submitted the following scale of wages which the company was urged to adopt:

Operators, beginners.....	\$30.00 per month
Operators, after 6 months' service.....	40.00 per month
Operators, after 12 months' service.....	50.00 per month

The representatives of the telephone company agreed to give this scale of wages their earnest consideration, submitting the same to the executive officers of the company.

The Commission was later advised that the company was prepared to adopt the wage scale submitted by the Commission at the conference, and the same became effective October 1, 1912.

Case No. 207—Deposit Required for Installation of Telephone Service by the Pacific Telephone and Telegraph Company.

August 28, 1912. This case was taken up by the Commission on its own motion. After a careful investigation of the \$5 deposit required by the Pacific Telephone and Telegraph Company, the Commission decided that such charge was an unreasonable one, and therefore requested the company to discontinue assessing the same.

The company replied to the request, objecting to being forced to withdraw this charge, setting forth various reasons for the necessity of maintaining the same.

The Commission replied to this letter still urging the abrogation of the \$5 deposit charge, in reply to which the company asked for a formal hearing on the matter.

The Commission therefore ordered the issuance of a citation against the Pacific Telephone and Telegraph Company. The case has not been heard up to the time of the closing of this report.

Case No. 208—Rates on Salt, Carloads, Leete to Various Other Nevada Points.

September 7, 1912. This case was taken up by the Commission on its own motion. After a check of the joint tariff covering the movement of salt in carload lots from Leete, Nevada, to various Southern Pacific Company Nevada points, it was found that certain rates named therein were in violation of the Commission's Tariff Ruling No. 4.

The Commission therefore requested the Southern Pacific Company to make the following adjustments in rates on salt in carload lots:

Leete to Woolsey, Nevada, to be reduced from \$4 per ton to \$2.75 per ton.
Leete to Rye Patch, Nevada, to be reduced from \$4 per ton to \$3.35 per ton.
Leete to Humboldt, Nevada, to be reduced from \$4 per ton to \$3.10 per ton.
Leete to Deeth, Nevada, to be reduced from \$7.50 per ton to \$6.40 per ton.
Leete to Wells, Nevada, to be reduced from \$7.50 per ton to \$7.10 per ton.

Under date of September 14, 1912, the General Freight Agent of the Southern Pacific Company advised the Commission that the tariff referred to had been canceled, effective December 4, 1911. The Commission, however, failed to find a copy of the supplement to the tariff canceling the same on file, and under date of September 18, 1912, so advised the company, stating that the rates named in the tariff were therefore in effect.

The Southern Pacific Company thereafter filed a supplement canceling the tariff in question on thirty days' notice to the Commission.

Case No. 209—Western Union Telegraph Rates Between Points in Nevada.

September 5, 1912. This case was taken up by the Commission on its own motion. Early in the year the Western Union Telegraph Company had filed a new tariff schedule with the Commission, naming rates between all points on its lines in Nevada. Upon checking this tariff the Com-

mission found numerous rates named that were in violation of the long- and short-haul provisions of the Railroad Commission law, and the company was therefore requested to make such adjustments as were necessary to bring the rates within the letter of the law. A conference was held with Mr. A. H. May, the traffic manager of the company, and a new schedule was agreed upon and placed in effect October 3, 1912.

The new schedule reduced rates between a great many points in the State, lowering the rate for example, from Reno to Goldfield, Nevada, from 40 cents for the first ten words plus 3 cents for each additional word, to 30 cents for the first ten words and 2 cents for each additional word.

Case No. 210—Rates on Brick, Carloads, Carson City to Tonopah, Nevada.

August 31, 1912. Petition of the Carson Brick Company, asking for the cooperation of the Commission in securing a lower rate on brick in carload lots from Carson City, Nevada, to Tonopah, Nevada, over the lines of the Virginia and Truckee Railway, Southern Pacific Company, and Tonopah and Goldfield Railroad Company.

The Commission immediately took the matter up with officials of the several companies interested in the haul, and in due time the roads offered to establish a rate of \$4 per ton, which being satisfactory to petitioner was accepted and agreed to by the Commission and the carriers. This rate became effective September 8, 1912, and amounted to a reduction of \$3.50 per ton.

Case No. 211—Coal Rates, Utah and Wyoming Points to Points in Nevada.

September 20, 1912. This case was taken up by the Commission upon its own motion against the Southern Pacific Company, Western Pacific Railway, San Pedro, Los Angeles and Salt Lake Railroad, Las Vegas and Tonopah Railroad, Tonopah and Goldfield Railroad and Nevada Northern Railway, requesting them to put into effect, at the earliest date possible, certain reduced rates on coal, in carload lots, from points in Wyoming and Utah to points in Nevada. As the case under consideration was one over which the Commission had no direct jurisdiction, the rates in question being interstate in character, the railroads were merely requested to make certain reductions.

Up to the closing of this report no definite action has been taken by the railroads, but advices have been received from them stating that the matter was being given their consideration. Should the Commission fail to secure satisfactory results by informal correspondence and conference, the case will be laid formally before the Interstate Commerce Commission for adjustment.

Case No. 212—Alleged Overcharge on Shipment of Piano Boxes from Reno, Nevada, to Thorne, Nevada.

September, 26, 1912. Complaint of Benjamin Robinson against the Southern Pacific Company alleging overcharge on shipment of piano boxes moving from Reno to Thorne, Nevada. Complainant did not forward his freight bill covering this shipment, merely setting forth that he was charged a certain amount, namely \$2.52 on a shipment valued at \$5 at a point of origin.

Mr. Robinson was advised as to the correct rate per hundred weight on shipments of this character, Reno to Thorne, and asked to check his freight bill to see whether or not the right charges had been assessed

and, if he found that he had been overcharged, to forward the papers to the Commission. Nothing further being heard from complainant, the Commission believes that he found the correct charges had been assessed.

Case No. 213—Unsatisfactory Freight Train Service, Goldfield, Nevada, to Tonopah, Nevada.

October 4, 1912. This complaint was taken up by the Commission upon its own motion against the Tonopah and Goldfield Railroad, several informal complaints having been received from the shippers of Tonopah relative to slow time in moving shipments of merchandise from Goldfield to Tonopah, the freight having originated at points beyond Goldfield.

The Commission has been in correspondence with officials of the Tonopah and Goldfield Railroad, but up to the close of this report nothing definite has been done in the matter of bettering the service, the question still being under consideration.

Case No. 214—Changes in Exceptions to Western Classification No. 50.

October 26, 1912. This case was taken up by the Commission on its own motion against the Pacific Freight Tariff Bureau as the representative of the Atchinson, Topeka and Santa Fe Railway, Tonopah and Tidewater Railroad, Las Vegas and Tonopah Railroad, Nevada-California-Oregon Railway, Nevada Copper Belt Railroad, Nevada Northern Railway, San Pedro, Los Angeles and Salt Lake Railroad, Silver Peak Railroad, Southern Pacific Company, Tonopah and Goldfield Railroad, Bullfrog-Goldfield Railroad, Virginia and Truckee Railway, and the Western Pacific Railway, asking for the suspension of Exception Sheet No. 1-C, N. R. C. 32, issued by the Pacific Freight Tariff Bureau, of which the above-named railroads were a party and which was to become effective November 20, 1912. Upon investigation the Commission found that in the exception sheet referred to there were forty-nine increases in classification, eleven increases in minimum weights, and two increases in estimated weights, which would affect the intrastate as well as the interstate movement of freight to and from Nevada points.

After considerable correspondence the Pacific Freight Tariff Bureau advised the Commission, under date of November 29, 1912, that the increases in classification on the more important commodities had been suspended as far as their effect upon Nevada intrastate and interstate business was concerned until the Interstate Commerce Commission and the various State Commissions should determine as to the reasonableness or unreasonableness of the proposed changes. Up to the close of this report, a determination as to the reasonableness or unreasonableness of these changes has not been reached by the Interstate Commerce Commission or the State Commissions, but in the meantime the old rates, as embodied in Pacific Freight Tariff Bureau's Exception Sheet No. 1-B, N. R. C. 20, are still in effect.

Case No. 215—Regarding Refund of Deposit Required by Telephone Company on Installation of Service.

October 26, 1912. Complaint of Z. P. Machabee against Pacific Telephone and Telegraph Company, alleging refusal of company to make refund of \$5 deposit required of complainant upon installation of telephone service at his place of business in Sparks, Nevada, and asking the Commission to require the company to make the refund due him.

After corresponding with the officials of the Pacific Telephone and

Telegraph Company the Commission was advised by the company, under date of November 22, 1912, that arrangements had been made to make the refund to complainant. Under date of November 26 Mr. Machabee was advised as to the contemplated action of the company, and, nothing further being heard from him, a satisfactory adjustment has evidently been made.

Case No. 216—Delays in Receipt of Mail at Virginia City Account of Failures of Making Train Connections at Reno.

November 18, 1912. Complaint of Mr. F. A. Blake against the Southern Pacific Company, alleging inconvenience to the people of Virginia City on account of the failure of the Southern Pacific Company in making train connections with the Virginia and Truckee Railway at Reno, Nevada.

The Commission took this matter up with the general manager of the Southern Pacific Company, urging an improvement in the service and under date of November 26 the company advised that their superintendents were being urged to bring about an improvement in the service complained of by having Train No. 6 arrive at Reno, Nevada, on schedule time. Complainant was notified as to the action taken by the company. On December 5 complainant again notified the Commission that the defendant company had failed to make train connections at Reno on that date, and under date of December 10 the Commission notified the general manager of the Southern Pacific Company of the further complaint received.

Up to the time of the closing of this report nothing further has been heard from complainant, and it is believed that satisfactory train connections are now being maintained.

Case No. 217—Special Train Service, Las Vegas, Nevada, to St. Thomas, Nevada, and Return.

November 16, 1912. Complaint of S. R. Whitehead against the San Pedro, Los Angeles and Salt Lake Railroad Company, alleging excessive charges for special passenger train service, Las Vegas to St. Thomas, Nevada, and return. From the statement of complainant it appeared that on September 21, on account of an accident occurring at St. Thomas, it was necessary to send a doctor by special train from Las Vegas to St. Thomas, a distance of seventy-two miles, upon which a charge of \$468.75 was assessed by the company for the round trip, which complainant alleged was excessive in comparison with other special train-service rates charged by the company.

The Commission took the matter up with the general passenger agent of the defendant company and under date of December 31, 1912, the Commission was advised that the company was willing to protect a rate of \$1.50 per mile or \$216 for the entire service in question.

Complainant was so advised and nothing further being heard, it is believed that the adjustment was satisfactory.

Case No. 218—Overcharges on Less than Carload Shipments, Reno to Fallon, Nevada.

November 20, 1912. Complaint of the Nevada Freight Claim Bureau on behalf of the firm of Grobb & Bingham of Fallon, Nevada, against the Southern Pacific Company, alleging overcharges on various shipments of less-than-carload fourth-class freight moving from Reno to Fallon, Nevada, upon which charges were assessed on the basis of 38 cents per

100 pounds, and further alleging that the correct rate applicable was 36 cents per 100 pounds as provided for by the Commission's Tariff Ruling No. 4.

Upon investigation, the Commission found that complainants were entitled to the protection of a rate of 36 cents per 100 pounds and the defendant company was therefore notified to make refund on the basis of this rate, or a total amount of \$36.14. Under date of December 13, 1912, the Southern Pacific Company advised that it had arranged to comply with the Commission's instructions, and complainants were so advised.

Case No. 219—Rates on Surfaced Lumber, Carload Lots, Between Points on Eureka-Nevada Railway.

November 21, 1912. Complaint of the Verdi Lumber Company against the Eureka-Nevada Railway Company, alleging excessive rates on surfaced lumber in carload lots between Palisade, Nevada, and Eureka, Nevada, the existing rate being 70 cents per 100 pounds, while on rough lumber, laths, shakes, shingles, logs and pickets in carload lots a rate of 35 cents per 100 pounds was applicable. Complainant asked that a rate of 35 cents per 100 pounds be made applicable to surfaced lumber.

This matter was taken up with the defendant company and under date of November 23 the Commission was advised that the company was agreeable to amending its tariff so as to protect a rate of 35 cents per 100 pounds on surfaced lumber in carload lots between Palisade and Eureka, Nevada, and complainants were notified as to the action taken by the company.

Case No. 220—Special Reduced Fares for Students Traveling Between Interstate Points.

December 5, 1912. Complaint of Mr. Robert Lewers, acting president of the University of Nevada, against the Southern Pacific Company, alleging discrimination against the students attending the University of Nevada as compared with students attending universities in California in the matter of being accorded special reduced rates when traveling from one State to another.

This matter was taken up with the passenger traffic manager of the Southern Pacific Company, and it developed that the students of the University of Nevada were being accorded the same privileges in the matter of passenger fares as were accorded the students attending other universities, it being the practice of the company to allow no rates other than those open to the general public to students when traveling between interstate points.

The case was therefore dismissed.

Case No. 221—Overcharges on Less than Carload Shipments Moving from Reno to Fallon, Nevada.

December 17, 1912. Complaint of the Flanigan Warehouse Company against the Southern Pacific Company, alleging overcharges on various shipments of less-than-carload fourth-class freight moving from Reno to Fallon, Nevada, upon which charges were assessed upon the basis of 36 cents per 100 pounds and asking for the protection of a rate of 36 cents per 100 pounds in conformity with the Commission's Tariff Ruling No. 4.

Upon investigation the Commission found that complainant was entitled to the protection of the 36 cents per 100 pounds rate, and the defendant company was notified to make refund on this basis. Under

date of December 23, 1912, advice was received from the Southern Pacific Company, stating that instructions had been issued to make refund to complainant. The Flanigan Warehouse Company was so advised.

Case No. 222—Overcharges on Less than Carload Shipments Moving from Reno to Fallon, Nevada.

December 18, 1912. Complaint of Nevada Freight Claim Bureau in behalf of the I. H. Kent Company of Fallon, Nevada, against the Southern Pacific Company, alleging overcharges on various shipments of less-than-carload fourth-class freight moving from Reno to Fallon, Nevada.

This case was identical in principle with that of Case No. 221, and the defendant company made adjustment accordingly, refunding to complainants the sum of \$48.44.

Case No. 223—Rates on Less than Carload Shipments of Beer Moving from Reno to Mina, Nevada.

December 18, 1912. Complaint of the Nevada Freight Claim Bureau in behalf of Adams & Miller of Mina, Nevada, against the Southern Pacific Company, alleging overcharges on less-than-carload shipments of beer moving from Reno to Mina, Nevada, upon which charges were assessed on the basis of 97 cents per 100 pounds, while under this Commission's Tariff Ruling No. 4 a rate of 87½ cents per 100 pounds should have been applied.

On investigation the Commission found that complainants were entitled to refund, and the defendant company was notified to protect rate of 87½ cents on the shipments in question, refunding to complainants the sum of \$45.44. The company made adjustment accordingly.

Case No. 224—Rates on Less than Carload Shipments of Beer Moving from Reno to Thorne, Nevada.

December 22, 1912. Complaint of the Nevada Freight Claim Bureau on behalf of Adams & Miller of Thorne, Nevada, against the Southern Pacific Company, alleging overcharges on various less-than-carload shipments of beer moving from Reno to Thorne, Nevada, upon which charges were assessed on the basis of 80 cents per 100 pounds, while under the Commission's Tariff Ruling No. 4 complainants were entitled to the protection rate of 72 cents per 100 pounds.

On investigation it was found that complainants were entitled to the protection of a rate of 72 cents per 100 pounds, and the defendant company was instructed to make refund accordingly, and was further asked to handle all claims coming under the Commission's Tariff Ruling No. 4 promptly in the future by adjusting the claim through its freight claim agent without necessitating shippers making complaint to the Commission in every case before being able to secure refund.

Advice was received from the Southern Pacific Company to the effect that refund would be made in this case and that the freight claim agent of the company had been instructed to handle all claims promptly as requested by the Commission.

Complainants were so notified.

Case No. 225—Switching Rates on the Nevada Copper Belt Railroad Between Wabuska and Thompson, Nevada.

December 29, 1912. Complaint of the Mason Valley Mines Company

against the Nevada Copper Belt Railroad, alleging excessive and unreasonable switching charges between Wabuska and Thompson, Nevada.

Up to the time of closing this report the Commission was unable to take any formal action in the matter, but at an early date citation will be issued to the defendant company to appear and show cause why the charges complained of should not be reduced.

All of which is respectfully submitted.

H. F. BARTINE,
Chief Commissioner,
J. F. SHAUGHNESSY,
First Associate Commissioner,
W. H. SIMMONS,
Second Associate Commissioner.

E. H. WALKER, *Secretary.*

APPENDIX

ANNUAL REPORTS

OF THE

Railroads Operating in Nevada

**FOR THE YEARS ENDING JUNE 30, 1911, AND
JUNE 30, 1912**

CHARACTER OF CARRIER, AND NUMBER OF SHAREHOLDERS

Railroad	Character of carrier		Operated by		Number of share-holders	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	Operating	Operating			25,246	31,738
Burlington Railroad	Operating	Operating			8	8
Central Pacific Railroad	Operating	Operating			12	12
Great Northern Railway	Not operating	Not operating	Southern Pacific	Southern Pacific		7
Goldfield Consolidated M. & T. Co.	Operating	Operating		Nevada Tran. Co.		8
Las Vegas and Tonopah Railway	Operating	Operating			8	8
Nevada and California Railway	Operating	Operating			6	6
Nevada-California-Oregon Railway	Not operating	Not operating			9	9
Nevada Central Railroad	Operating	Operating	Southern Pacific	Southern Pacific	14	14
Nevada Copper Belt Railroad	Operating	Operating			20	20
Nevada Northern Railway	Operating	Operating			10	10
San Pedro, Los Angeles and Salt Lake Railroad	Operating	Operating			13	13
Silver Peak Railroad	Operating	Operating			1	1
Southern Pacific Company	Operating	Operating			12,813	14,397
Tonopah and Goldfield Railroad	Operating	Operating			55	55
Tonopah and Tidewater Railroad	Operating	Operating			8	8
Virginia and Truckee Railway	Operating	Operating			14	15
Western Pacific Railway	Under construc.	Operating			226	
Totals					42,459	46,319

MILEAGE AND CAPITAL STOCK

Railroad	Total mileage		Nevada mileage		Total shares of capital stock authorized	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....	7,549.69	8,200.86	11.60	11.60	3,814,960	3,814,960
Bullfrog-Goldfield Railroad.....	83.01	83.01 (a)	83.01	83.01	20,000	20,000
Central Pacific Railway.....	83.01	83.01 (a)	448.62	679.26	872,755	872,755
Eureka-Nevada Railway.....	3.96	88.00	3.96	88.00	5,000	5,000
Goldfield Consolidated M. & T. Co.	200.41	200.46	200.41	200.46	40,000	40,000
Las Vegas and Tonopah Railway.....	3.96	3.96	3.96	3.96	4,000	4,000
Nevada and California Railway.....	200.41	200.46	200.41	200.46	150,000	150,000
Nevada-California-Oregon Railway.....	184.01	238.58	238.58	238.58	22,000	22,000
Nevada Copper Belt Railroad.....	93.30	93.30	93.30	93.30	7,500	7,500
Nevada Northern Belt Railroad.....	31.30	41.47	31.30	41.47	10,000	10,000
San Pedro, Los Angeles and Salt Lake Railroad.....	165.08	165.08	165.08	165.08	20,000	20,000
Silver Peak Railroad.....	1,113.04	1,134.61	245.58	287.10	250,000	250,000
Southern Pacific Company.....	17.50	17.50	17.50	17.50	2,000	2,000
Tonopah and Goldfield Railroad.....	6,198.28	6,309.76	110.41	110.41	3,744,551 ¹	3,744,551 ¹
Tonopah and Tidewater Railroad.....	110.47	110.41	110.41	110.41	21,500	21,500
Virginia and Truckee Railroad.....	180.85	180.85	36.25	36.25	10,000	10,000
Western Pacific Railway.....	67.48	67.48	67.48	67.48	50,000	50,000
Totals.....	934.90	937.04	421.40	421.37	750,000	750,000
	16,993.28	17,872.37	2,186.83	2,314.00	9,789,166 ¹	9,794,166 ¹

¹The Central Pacific Railway and Nevada and California Railway operated no mileage.

²The Nevada and California Railway property was taken over by the Central Pacific Railway in March, 1912.

³The Southern Pacific Company owned no mileage in Nevada, but operated the Central Pacific and Nevada and California Railways, for which mileage owned in Nevada is shown.

CAPITAL STOCK

Railroad	Total shares of capital stock outstanding		Capital stock— Total par value authorized		Capital stock— Total par value outstanding	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	2,828,745.30	2,843,735.30	\$381,486,000.00	\$381,486,000.00	\$282,674,530.00	\$284,373,530.00
Bullfrog-Goldfield Railroad	20,000	20,000	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Central-Pacific Railway	844,755	846,755	87,275,500.00	87,275,500.00	84,475,500.00	84,675,500.00
Euclid-Nevada Railway	5,000	5,000	500,000.00	500,000.00	500,000.00	500,000.00
Goldfield Consolidated M. & T. Co.	4,000	4,000	400,000.00	400,000.00	400,000.00	400,000.00
Las Vegas and Tonopah Railroad	15,000	15,000	4,000,000.00	4,000,000.00	1,500,000.00	1,500,000.00
Nevada and California Railroad	48,370	22,000	15,000,000.00	15,000,000.00	4,837,000.00	2,200,000.00
Nevada-California-Oregon Railway	22,000	22,000	2,200,000.00	2,200,000.00	2,200,000.00	2,200,000.00
Nevada Central Railroad	7,500	7,500	750,000.00	750,000.00	750,000.00	750,000.00
Nevada Copper Belt Railroad	5,007	10,000	1,000,000.00	1,000,000.00	500,700.00	1,000,000.00
Nevada Northern Railway	20,000	20,000	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
San Pedro, Los Angeles and Salt Lake Railroad	250,000	250,000	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
Silver Peak Railroad	2,000	2,000	200,000.00	200,000.00	200,000.00	200,000.00
Southern Pacific Company	2,728,757.31	2,728,757.31	374,455,125.00	374,455,125.00	272,675,730.64	272,675,730.64
Tonopah and Goldfield Railroad	21,500	21,500	2,150,000.00	2,150,000.00	2,150,000.00	2,150,000.00
Tonopah and Tidewater Railroad	10,000	10,000	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Virginia and Truckee Railway	50,000	50,000	5,000,000.00	5,000,000.00	5,000,000.00	5,000,000.00
Western Pacific Railway	750,000	750,000	75,000,000.00	75,000,000.00	75,000,000.00	75,000,000.00
Totals	7,623,634.61	7,604,247.61	\$978,916,625.00	\$979,416,625.00	\$762,363,460.64	\$760,424,760.64

FUNDED DEBT

Railroad	Total par value of funded debt authorized		Total par value of funded debt outstanding		Funded debt interest accrued	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway					\$12,404,896.11	\$13,355,315.87
Bullfrog-Goldfield Railroad	\$496,473,500.00	\$546,473,500.00	\$383,857,850.00	\$345,933,045.00	94,490.00	13,470.00
Central Pacific Railroad	3,500,000.00	3,500,000.00	1,873,000.00	1,866,000.00	6,276,996.40	7,834,766.94
Eureka-Nevada Railway	183,262,548.28	223,901,897.79	161,788,538.61	200,868,897.79		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway	3,500,000.00	18,500,000.00	2,000,000.00		80,000.00	196,666.67
Nevada-California-Oregon Railway	1,500,000.00	1,500,000.00	971,000.00	1,415,000.00	31,702.07	41,813.90
Nevada Central Railroad	750,000.00	750,000.00	750,000.00	750,000.00	13,125.00	
Nevada Copper Belt Railroad	1,000,000.00	1,000,000.00	554,500.00	622,000.00		69,151.66
Nevada Northern Railway	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	50,000.00	50,000.00
San Pedro, Los Angeles and Salt Lake Railroad	60,000,000.00	70,000,000.00	43,835,000.00	55,135,000.00	1,925,540.00	2,027,133.35
Silver Peak Railroad						
Southern Pacific Company	268,819,000.00	268,819,000.00	131,322,410.00	140,587,410.00	5,149,988.24	5,418,562.99
Tonopah and Goldfield Railroad	1,500,000.00	1,500,000.00	1,115,000.00	1,038,000.00	43,210.00	43,560.00
Tonopah and Tidewater Railroad	3,650,364.10	3,650,364.10	3,285,344.10	3,236,344.10	162,923.91	155,810.16
Virginia and Truckee Railway						
Western Pacific Railway	75,000,000.00	75,000,000.00	74,925,000.00	75,000,000.00	3,746,250.00	3,745,245.97
Totals	\$1,099,955,642.36	\$1,215,594,901.39	\$765,347,642.71	\$827,505,696.39	\$23,964,060.73	\$32,444,517.51

FUNDED DEBT, AND CAPITAL STOCK AND FUNDED DEBT PER MILE OF ROAD

Railroad	Funded debt—Interest paid		Funded debt per mile of road		Capital stock per mile of road	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$12,294,489.03	\$13,141,403.67	\$31,283.00	\$32,465.00	\$26,471.00	\$26,687.00
Burlingame-Goldfield Railroad	47,500.00	20,460.00	22,661.00	22,663.00	24,411.00	24,411.00
Central Pacific Railway	4,896,143.76	6,496,063.06	111,546.00	93,408.00	68,543.00	89,377.00
Eureka-Nevada Railway					5,862.00	5,862.00
Goldfield Consolidated M. & T. Co.					101,010.10	101,010.10
Las Vegas and Tonopah Railroad					7,830.00	7,830.00
Nevada and California Railway	90,000.00	196,666.67	4,222.00	17,945.00	10,252.00	10,252.00
Nevada-California-Oregon Railway	31,125.00	40,113.86	5,777.00	5,830.00	11,556.00	11,556.00
Nevada Central Railroad	13,125.00		8,693.00	8,693.00	8,693.00	8,693.00
Nevada Copper Belt Railroad	3,344.31	51,037.10	17,718.00	14,998.79	15,997.00	24,113.32
Nevada Northern Railway	50,000.00	50,000.00	17,718.00	4,063.00	12,115.00	12,115.00
Nevada Southern Railway	1,896,560.00	1,963,400.00	48,361.00	54,119.00	26,059.00	24,530.00
Silver Peak Railroad					11,428.00	11,428.00
Southern Pacific Company	5,323,323.46	See note				
Tonopah and Goldfield Railroad	48,210.00	43,590.00	11,021.00	10,266.00	21,251.00	21,264.00
Tonopah and Tidewater Railroad	164,331.25	168,237.51	18,984.00	18,984.00	5,773.00	5,773.00
Virginia and Truckee Railway					74,096.00	74,096.00
Western Pacific Railway	3,746,250.00	3,746,125.00	80,142.00	80,089.00	80,223.00	80,089.00
Totals	\$28,695,356.80	\$25,899,146.88				

NOTE—Southern Pacific Company unable to report interest paid during year 1912, as all records were destroyed in the Equitable fire of January 9, 1912.

CAPITAL STOCK AND FUNDED DEBT PER MILE OF ROAD; AND ROAD AND EQUIPMENT INVESTMENT BEFORE AND SINCE JUNE 30, 1907

Railroad	Capital stock and funded debt per mile of road		Total cost of road to June 30, 1907	Total cost of road since June 30, 1907	Total cost of equipment to June 30, 1907	Total cost of equipment since June 30, 1907
	1911	1912				
Atchison, Topeka and Santa Fe Railway	\$57,734.00	\$59,152.00	\$2497,086,086.17	\$50,939,978.83		\$39,634,345.71
Bullfrog-Goldfield Railway	47,272.00	47,084.00		3,647,305.42		147,229.62
Central Pacific Railway	169,791.00	132,785.00	*213,149,997.39	48,023,464.51		99,018.26
Europe-Nevada Railway		5,682.00		6144,321.89		
Goldfield Consolidated M. & T. Co.	101,010.10	101,010.10		879,025.04		
Las Vegas and Tonopah Railway	7,530.00	7,528.00	1,947,404.61	6,813,680.51	146,556.56	133,089.87
Nevada and California Railway	14,434.00	17,945.00	*6,544,911.32	1,011,988.90		5,812.67
Nevada-California-Oregon Railway	17,283.00	15,182.00	2,655,638.55	1,065,985.86	95,518.37	142,044.12
Nevada Central Railway	16,078.00	16,078.00	*1,500,000.00			
Nevada Copper Belt Railway	33,713.00	39,112.61		1,011,988.90		45,325.96
Nevada Northern Railway	18,173.00	18,173.00	1,480,820.56	876,510.96	168,652.36	567,421.87
San Pedro, Los Angeles and Salt Lake Railroad	74,010.00	78,649.00	60,692,700.47	4,055,675.37	5,006,029.92	1,319,101.04
Silver Peak Railroad	11,428.00	11,428.00		168,132.57		37,405.04
Southern Pacific Company			*18,230,815.51	16,758,715.85		2,610,370.08
Tonopah and Goldfield Railroad	32,272.00	31,530.00	3,088,235.08	286,265.62	449,118.67	2,117,064.70
Tonopah and Tidewater Railroad	24,762.00	24,762.00	3,185,763.42	710,996.84	73,997.76	107,401.76
Virginia and Truckee Railway	74,086.00	74,086.00	4,223,447.67	38,480.19	172,565.00	842.48
Western Pacific Railway	180,365.00	160,078.00	101,917,292.37	42,238,893.03	1,601,001.97	1,800,146.15
Totals			\$915,658,122.12	\$177,627,421.38	\$7,713,440.61	\$46,765,012.46

includes both cost of road and equipment.

bCost of reconstructing road only.

Italic figures denote credit.

ROAD AND EQUIPMENT INVESTMENT SINCE JUNE 30, 1907, AND TOTAL

Railroad	Total general expenses July 1, 1907, to June 30, 1911	Total general expenses July 1, 1907, to June 30, 1912	Investment since June 30, 1907		Grand total investment	
			1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$11,907.17	\$11,907.17	\$100,133,216.44	\$113,631,341.63	\$597,219,311.61	\$610,767,496.80
Burlington-Goldfield Railway			3,786,801.37	3,794,635.04	3,786,801.37	3,794,635.04
Central Pacific Railway	61,816.28	107,143.20	14,680,440.59	48,229,625.96	227,661,368.66	261,379,623.35
Eureka-Nevada Railway		4,222.50		143,544.39		143,544.39
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	16,719.64	16,719.64	1,042,618.21	1,028,834.55	3,136,579.39	3,122,736.72
Nevada and California Railway		510,848.35	139,775.16	7,313,715.19	6,684,686.48	13,863,626.51
Nevada-California-Oregon Railway	284.78	1,010.86	566,519.05	1,199,040.84	3,317,675.97	3,950,197.76
Nevada Central Railroad					1,500,000.00	1,500,000.00
Nevada Copper Belt Railroad		634.94	491,147.90	1,067,949.80	491,147.90	1,067,949.80
Nevada Northern Railway	8,623.74	8,623.74	1,422,544.41	1,452,456.06	3,072,017.33	3,101,928.88
San Pedro, Los Angeles and Salt Lake Railroad	68,351.74	68,893.00	4,670,584.43	5,443,609.41	70,369,314.82	71,142,339.80
Silver Peak Railroad			202,442.04	205,537.61	202,442.04	205,537.61
Southern Pacific Company	36,997.70	38,026.37	19,464,951.84	19,407,112.30	37,685,767.35	37,687,927.81
Tonopah and Goldfield Railroad			422,426.78	383,350.32	3,909,780.53	3,870,704.07
Tonopah and Tidewater Railroad	120,191.42	122,165.13	942,100.53	940,563.73	4,201,861.71	4,200,324.91
Virginia and Truckee Railway			38,713.80	39,322.65	4,445,576.47	4,440,335.32
Western Pacific Railway	13,832,659.44	13,851,345.18	48,168,117.69	57,888,394.36	97,677,903.46	161,406,678.70
Totals	\$14,157,450.91	\$14,741,380.06	\$196,172,400.24	\$262,218,923.84	\$1,065,362,260.08	\$1,185,590,496.57

**ROAD AND EQUIPMENT, RESERVE ACCRUED FOR DEPRECIATION, NET TOTAL INVESTMENT, AND
INVESTMENT PER MILE OF ROAD**

Railroad	Reserve accrued for depreciation		Net total investment		Investment per mile of road	
	1911	1912	1911	1912	1911	1912
Archison, Toiyoka and Santa Fe Railway	\$10,085,596.52	\$12,468,753.57	\$597,133,715.09	\$598,298,683.23	\$55,310.14	\$56,484.94
Bullfrog-Goldfield Railway	13,115.84	20,947.13	3,173,685.53	3,773,527.86	56,053.68	56,053.68
Central Pacific Railway			227,661,393.66	261,379,623.35	46,059.87	121,549.87
Eureka-Nevada Railway				148,544.39	156,984.56	1,688.00
Goldfield Consolidated M. and T. Co.						
Las Vegas and Tonopah Railway	31,107.00	39,497.64	3,105,472.38	3,083,296.08	15,688.94	15,473.74
Nevada and California Railway			6,624,625.48	13,863,626.51	14,112.24	29,267.92
Nevada-California-Oregon Railway	79,415.78	100,042.78	3,238,290.19	3,850,154.98	17,598.28	16,157.77
Nevada Central Railway	2,620.00	3,618.00	1,497,380.00	1,496,382.00	16,048.01	16,038.39
Nevada Copper Belt Railway		8,899.64	1,491,147.90	1,049,050.16	25,296.80	25,296.80
Nevada Northern Railway	205,857.89	332,913.13	2,866,159.44	2,769,015.85	17,362.24	16,771.18
San Pedro, Los Angeles and Salt Lake Railroad	795,022.58	985,144.99	69,574,292.44	70,157,194.81	70,230.95	69,310.22
Silver Peak Railroad			202,442.04	205,587.61	11,745.00	11,745.00
Southern Pacific Company	4,434,248.43	6,278,194.50	33,251,518.92	31,359,733.31	2,026,682.96	815,373.72
Tonopah and Goldfield Railway	17,622.65	178,420.61	3,742,711.85	3,692,288.46	36,517.49	36,517.49
Tonopah and Tidewater Railway	12,444.72	27,987.43	4,184,339.06	4,172,387.48	24,178.55	24,109.48
Virginia and Truckee Railway		23,719.44	4,433,131.75	4,416,615.88	65,686.47	65,450.74
Western Pacific Railway		59,326.30	97,877,903.46	161,347,352.40	104,479.52	172,188.33
Totals	\$15,844,020.09	\$20,527,415.21	\$1,049,518,239.99	\$1,166,063,071.36		

INCOME ACCOUNT

Railroad	Operating revenues		Operating expenses		Net operating revenue or deficit	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$39,164,216.53	\$39,856,346.85	\$56,637,493.99	\$57,666,316.02	\$32,526,722.64	\$32,180,030.83
Bullfrog-Goldfield Railroad	99,878.93	100,183.42	132,084.24	99,367.84	\$2,405.31	795.58
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	80,879.22	91,056.39	37,275.37	28,918.32	43,403.85	62,138.07
Las Vegas and Tonopah Railway	148,017.33	194,549.94	185,732.22	184,363.87	\$7,714.39	10,186.07
Nevada and California Railway						
Nevada-California-Oregon Railway	338,967.24	336,590.05	242,992.05	281,745.14	95,975.18	124,844.91
Nevada Central Railroad	84,614.47	59,735.25	47,905.31	47,193.76	36,909.16	12,591.49
Nevada Copper Belt Railroad	33,666.43	131,144.52	33,413.64	80,139.81	252.79	51,004.71
Nevada Northern Railway	1,468,005.90	1,509,862.70	689,628.11	710,682.57	778,377.79	799,200.13
San Pedro, Los Angeles and Salt Lake Railroad	8,423,197.20	9,124,474.35	6,553,477.77	7,245,539.80	1,969,719.43	1,878,934.55
Silver Peak Railroad	14,833.71	14,853.51	13,697.85	15,609.60	1,135.86	756.09
Southern Pacific Company	91,108,761.40	90,621,090.27	52,234,137.34	52,018,582.56	38,874,624.06	38,602,507.71
Tonopah and Goldfield Railroad	788,976.75	760,442.34	560,935.01	460,670.28	228,041.74	299,772.06
Tonopah and Tidewater Railroad	317,424.49	291,390.69	238,945.63	197,329.51	83,478.86	94,061.18
Virginia and Truckee Railway	301,823.06	309,972.66	208,082.25	218,787.44	98,240.81	91,185.22
Western Pacific Railway		5,258,582.43		4,229,864.55		1,028,667.88
Totals	\$192,372,962.66	\$196,710,255.37	\$117,810,700.69	\$123,465,091.07	\$74,561,661.97	\$75,245,164.80

Italic figures denote deficit.

INCOME ACCOUNT

Railroad	Outside operations— Revenues		Outside operations— Expenses		Outside operations— Revenues or loss	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway	\$513.86		\$9.83		\$504.03	
Nevada-California-Oregon Railway						
Nevada Central Railroad		\$2,221.55				\$1,139.71
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	228,067.86	226,624.56	237,350.28	231,439.24	59,233.42	44,364.68
Silver Peak Railroad						
Southern Pacific Company						
Tonopah and Goldfield Railroad	9,897,779.40	10,274,116.96	9,803,427.58	10,077,463.54	94,351.82	196,663.12
Tonopah and Tidewater Railroad						
Virginia and Truckee Railroad						
Western Pacific Railway		172,115.13		208,276.66		36,161.53
Totals	\$10,126,361.12	\$10,685,077.90	\$10,090,787.69	\$10,568,301.28	\$35,573.43	\$116,776.82

Italic figures denote deficit.

INCOME ACCOUNT

Railroad	Total net revenue or deficit		Taxes accrued		Operating income or loss	
	1911	1912	1911	1912	1911	1912
Altchison, Topeka and Santa Fe Railway	\$32,626,722.64	\$32,190,080.83	\$2,925,986.53	\$3,556,069.40	\$29,600,726.51	\$28,633,961.43
Bullfrog-Goldfield Railroad	33,405.37	756.58	10,962.98	7,969.51	43,367.69	7,163.39
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	43,403.85	62,138.07	472.68	472.68	42,931.17	61,665.39
Las Vegas and Tonopah Railroad	37,210.86	10,196.07	23,997.97	19,375.29	61,208.83	9,189.22
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Copper Belt Railroad	95,975.18	125,984.62	21,858.98	18,841.30	74,116.20	107,143.32
Nevada Northern Railway	36,809.16	12,591.49	4,207.50	4,017.24	32,601.66	8,574.25
San Pedro, Los Angeles and Salt Lake Railroad	252.79	51,004.71	1,094.64	1,597.40	251.15	49,407.31
Silver Peak Railroad	778,377.79	799,200.13	68,908.36	68,385.11	719,469.43	790,835.02
Southern Pacific Company	1,810,437.01	1,834,069.87	288,741.14	300,086.93	1,521,696.87	1,533,982.94
Tonopah and Goldfield Railroad	38,968,975.88	38,799,170.83	182,044.41	193,816.15	38,786,931.47	38,605,354.68
Tonopah and Tidewater Railroad	228,041.74	299,772.06	29,238.11	29,982.65	198,768.63	269,789.41
Virginia and Truckee Railway	83,478.86	94,061.18	21,838.68	18,624.58	61,640.18	75,436.60
Western Pacific Railway	98,240.81	91,156.22	20,230.92	24,353.46	78,009.89	66,831.77
Totals	\$74,597,235.40	\$75,361,940.92	\$3,590,470.40	\$4,429,692.64	\$71,006,765.00	\$70,932,246.28

Italic figures denote deficit.

INCOME ACCOUNT
OTHER INCOME

Railroad	Rents from lease of road		Hire of equipment		Joint facilities	
	1911	1912	1911	1912	1911	1912
Archison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad					\$290,716.89	\$298,898.31
Central Pacific Railway			\$171,224.19	\$447,281.75	6,840.18	6,665.53
Eureka-Nevada Railway			1,586.90	1,164.06		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad			19,522.21	33,381.77		
Nevada and California Railway						
Nevada-California-Oregon Railway			1,876.42	2,236.37		
Nevada-Central Railroad						
Nevada-Copper Belt Railroad						
Nevada Northern Railway						
Nevada Southern Railway						
San Pedro, Los Angeles and Salt Lake Railroad					619.80	460.16
Silver Peak Railway						
Southern Pacific Company	\$1,194,952.25	\$1,195,588.84				
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad					361.00	313.00
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$1,194,952.25	\$1,195,588.84	\$194,508.72	\$484,063.94	\$297,537.87	\$308,375.00

INCOME ACCOUNT
OTHER INCOME

Railroad	Miscellaneous rents		Separately operated properties—Profit		Dividends on stocks controlled	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$62,861.06	\$65,514.13	\$2,761,341.07	\$2,851,308.70	\$408,728.41	\$363,260.08
Bullfrog-Goldfield Railroad						
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.		500.01				
Las Vegas and Tonopah Railway						
Nevada and California Railway						
Nevada-California-Oregon Railway	415.38	1,634.11				
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company	867.42	664.80			21,635,282.08	16,778,870.94
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad	490.00	582.76				
Virginia and Truckee Railway		17,387.92				
Western Pacific Railway						
Totals	\$64,633.86	\$86,263.72	\$2,761,341.07	\$2,851,308.70	\$22,065,010.49	\$17,142,131.02

INCOME ACCOUNT
OTHER INCOME

Railroad	Interest accrued on funded debt owned or controlled		Interest on other securities, loans and accounts		Miscellaneous income	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$998,491.48	\$786,380.57	\$777,802.17	\$989,408.56	\$222,621.65	\$280,747.27
Bullfrog-Goldfield Railroad				346.71		
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad					2,618,356.77	2,506,023.24
Nevada and California Railway						414.97
Nevada-California-Oregon Railway	6,171.50		1,027.89	506.52		
Nevada Central Railroad			188.71			
Nevada Copper Belt Railroad						
Nevada Northern Railway			7,645.19	12,436.58		
San Pedro, Los Angeles and Salt Lake Railroad	17,120.00	17,120.00	8,809.60	4,379.75	5,127.97	15,387.05
Silver Peak Railroad						
Southern Pacific Company	3,067,106.16	4,521,223.33	1,331,094.53	676,945.42	296.83	\$1,512,087.83
Tonopah and Goldfield Railroad				7,579.90		6700.19
Tonopah and Tidewater Railroad			4,623.09	23,796.67		
Virginia and Truckee Railway	17,500.00		1,817.80	1,817.80		
Western Pacific Railway			1,330.06	1,967.86		
Totals	\$4,101,391.14	\$5,324,723.90	\$2,129,067.90	\$1,719,320.72	\$2,846,402.22	\$4,294,380.55

^a Includes other properties, net income.

^b Income from other properties, net income.

INCOME ACCOUNT
OTHER INCOME AND DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Total other income		Gross corporate income or loss		Rents accrued for lease of other roads	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$5,688,786.92	\$6,061,082.37	\$35,289,513.73	\$34,694,993.80	\$733,210.62	\$945,260.18
Bullfrog-Goldfield Railroad	7,426.08	7,176.29	35,941.61	12.36		
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	2,618,366.77	2,505,023.24	2,661,287.94	2,566,683.63		
Nevada and California Railroad	19,822.21	34,296.75	47,366.62	26,107.53		
Nevada-California-Oregon Railway						
Nevada Central Railroad	9,491.19	4,377.00	83,607.39	111,520.32		
Nevada Northern Railway	138.71		32,740.37	8,574.25		
Nevada Copper Belt Railroad			727,447.85	49,407.31		
Nevada and Salt Lake Railroad	7,645.19	12,438.53	743,511.56	743,511.56		
San Pedro, Los Angeles and Salt Lake Railroad	26,677.37	37,366.96	1,646,372.94	1,571,333.90		
Silver Peak Railroad						
Southern Pacific Company	27,219,732.85	24,684,726.35	66,006,684.92	63,290,681.84	37,387,102.83	37,427,773.15
Tonopah and Goldfield Railroad	9,825.08	9,257.89	93,593.71	270,047.30		
Tonopah and Tidewater Railroad	42,123.09	21,786.67	83,763.27	99,173.37		
Virginia and Truckee Railroad	1,820.06	2,400.55	74,829.96	69,282.52		
Western Pacific Railway		19,355.78		826,628.29		
Totals	\$35,624,845.52	\$33,401,176.39	\$106,631,610.52	\$104,333,424.97	\$38,120,313.45	\$39,373,083.33

Italic figures denote deficit.

INCOME ACCOUNT
DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Hire of equipment		Joint facilities		Miscellaneous rents	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....	-----	-----	\$394,765.64	\$493,651.29	\$127,908.34	\$73,883.20
Burlingame-Goldfield Railroad.....	-----	-----	381.00	313.00	-----	-----
Central Pacific Railroad.....	-----	-----	-----	-----	-----	-----
Eureka-Nevada Railway.....	-----	-----	-----	-----	-----	-----
Goldfield Consolidated M. & T. Co.....	\$846.80	-----	-----	-----	-----	-----
Las Vegas and Tonopah Railroad.....	-----	-----	-----	-----	-----	-----
Nevada and California Railway.....	-----	-----	-----	-----	-----	-----
Nevada-California-Oregon Railway.....	-----	-----	-----	-----	-----	-----
Nevada Central Railroad.....	-----	-----	-----	-----	205.00	102.48
Nevada Copper Belt Railroad.....	-----	\$3,467.02	-----	-----	-----	-----
Nevada Northern Railway.....	19,179.86	18,444.99	947.43	1,062.82	-----	-----
San Pedro, Los Angeles and Salt Lake Railroad.....	115,643.00	164,300.56	133,879.41	206,181.70	288.50	25.00
Silver Peak Railroad.....	-----	-----	-----	-----	-----	-----
Southern Pacific Company.....	-----	-----	-----	-----	-----	-----
Tonopah and Goldfield Railroad.....	1,617.45	2,383.10	8,205.55	7,211.82	10.00	6.00
Tonopah and Tidewater Railroad.....	9,420.10	3,696.47	5,881.96	5,670.53	-----	-----
Virginia and Truckee Railway.....	5,189.17	4,462.97	-----	-----	-----	-----
Western Pacific Railway.....	-----	203,496.43	-----	28,514.49	-----	29,202.48
Totals	\$151,796.18	\$400,249.54	\$594,040.96	\$744,625.65	\$128,411.84	\$108,239.16

INCOME ACCOUNT
DEDUCTIONS FROM GROSS CORPORATE INCOME

Railroad	Separately operated prop- erties—Loss		Interest accrued on funded debt		Other interest	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....						
Bullfrog-Goldfield Railroad.....			\$12,404,885.11	\$13,355,315.87	\$89,440.32	\$394.28
Central Pacific Railway.....			94,490.00	13,470.00	6,506.33	23,453.69
Eureka-Nevada Railway.....						
Goldfield Consolidated M. & T. Co.....						
Nas Vegas and Tonopah Railroad.....						
Nevada and California Railway.....						
Nevada-California-Oregon Railway.....						
Nevada Central Railroad.....						
Nevada Copper Belt Railroad.....			31,702.07	41,813.90	27,625.51	29,834.09
Nevada Northern Railway.....			13,126.00		618.57	4,190.57
San Pedro Northern Railway.....				70,335.84	416.73	
Silver Peak Railroad.....			50,000.00	50,000.00		10,251.93
Southern Pacific Company.....			1,926,540.00	2,027,133.35	85,604.89	167,717.09
Tonopah and Goldfield Railroad.....				5,418,352.90		
Tonopah and Tidewater Railroad.....	\$199,599.28	178,621.01	5,149,988.24	43,580.00		447.10
Virginia and Truckee Railroad.....			48,210.00	155,810.16	4,443.00	1,805.00
Western Pacific Railway.....			162,923.91			
				3,748,245.97		98,801.70
Totals	\$199,599.28	\$203,334.34	\$19,880,874.33	\$24,924,568.08	\$194,655.35	\$336,885.43

* Account of other properties, net loss.

**INCOME ACCOUNT
DEDUCTIONS FROM GROSS CORPORATE INCOME**

Railroad	Sinking fund chargeable to income		Other deductions		Total deductions from gross corporate income	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway					\$13,918,446.18	\$15,084,752.55
Burlington Railroad					101,359.35	37,236.69
Central Pacific Railway						
Elgin Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad					846.60	
Nevada-California-Oregon Railway	\$9,810.00	\$9,710.00			27,625.51	29,834.09
Nevada Central Railroad				\$245.02		56,082.97
Nevada Copper Belt Railroad				453.00	43,533.64	453.00
Nevada Northern Railway					13,541.73	
San Pedro, Los Angeles and Salt Lake Railroad						173,607.23
Silver Peak Railroad					70,127.29	69,527.81
Southern Pacific Company	5,000.00	5,000.00			2,326,870.68	2,612,256.08
Tonopah and Goldfield Railroad	78,825.00	78,825.00	132,970.93	148,133.94	42,874,661.23	43,178,141.09
Tonopah and Tidewater Railroad				7,500.00	138,868.00	140,038.02
Virginia and Truckee Railway			1,704.17	1,705.23	184,873.11	183,686.44
Western Pacific Railway					6,139.17	4,462.97
Totals	\$93,735.00	\$93,635.00	\$322,901.25	\$434,414.57	\$59,703,442.52	\$65,613,686.10

*Extinguishment of discount on securities. bIncludes extinguishment of discount on securities.

INCOME ACCOUNT

Railroad	Net corporate income or loss		Dividends declared on preferred stock		Dividends declared on common stock	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$21,371,067.55	\$19,680,241.25	\$5,708,680.00	\$5,708,680.00	\$9,982,460.00	\$10,168,185.00
Burlingame-Goldfield Railroad	137,300.54	37,224.33				
Central Pacific Railway						
Central Nevada Railway						
Goldfield Consolidated M. & T. Co.	2,660,441.34	2,566,688.63				
Las Vegas and Tonopah Railroad	68,012.13	4,788.56				
Nevada and California Railway						
Nevada-California-Oregon Railway	40,073.75	55,457.36				
Nevada Central Railroad	19,198.44	8,191.25	22,500.00			
Nevada Copper Belt Railroad	514.66	18,149.24				
Nevada Northern Railroad	658,987.93	673,743.94			600,000.00	600,000.00
San Pedro, Los Angeles and Salt Lake Railroad	776,197.14	1,040,916.15				
Silver Peak Railroad	302.05	1,453.46				
Southern Pacific Company	28,132,003.04	20,111,989.96			16,360,342.22	16,360,344.32
Tonopah and Goldfield Railroad	64,715.71	138,984.28				
Tonopah and Tidewater Railroad	100,609.54	69,513.17				
Virginia and Truckee Railroad	68,640.73	64,769.35			50,000.00	50,000.00
Western Pacific Railway		\$,251,972.87				
Totals	\$46,828,168.00	\$38,719,789.77	\$5,731,190.00	\$5,708,680.00	\$26,942,802.22	\$27,178,529.32

Dividends paid in 1911: Atchison, Topeka and Santa Fe Railway, preferred 5 per cent, common 6 per cent.
 Nevada-California-Oregon Railway, preferred 3 per cent, common none.
 Nevada Northern Railway, common 30 per cent.
 Southern Pacific Company, common 6 per cent.
 Virginia and Truckee Railway, common 1 per cent.

Dividends paid in 1912:
 Atchison, Topeka and Santa Fe Railway, preferred 5 per cent, common 6 per cent.
 Nevada Northern Railway, common 30 per cent.
 Southern Pacific Company, common 6 per cent.
 Virginia and Truckee Railway, common 1 per cent.

Italic figures denote deficit.

INCOME ACCOUNT

Railroad	Additions and betterments charged to income		Miscellaneous appropriations		Balance carried forward to profit and loss	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$5,000,000.00	\$3,300,000.00			\$315,777.96	\$36,406.31
Bullfrog-Goldfield Railroad			\$414,139.59		197,300.94	37,224.33
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.					2,660,441.34	2,566,888.63
Las Vegas and Tonopah Railroad					69,012.13	4,726.56
Nevada and California Railway						
Nevada-California-Oregon Railway	15,392.69				2,181.06	56,467.35
Nevada Copper Belt Railroad					19,198.64	8,121.25
Nevada Northern Railroad					641.55	124,199.97
San Pedro, Los Angeles and Salt Lake Railroad					56,987.33	73,743.74
Silver Peak Railroad					773,497.44	1,040,916.13
Southern Pacific Company					302.06	1,653.30
Tonopah and Goldfield Railroad					6,771,660.82	3,751,595.63
Tonopah and Tidewater Railroad					64,715.71	138,984.28
Virginia and Truckee Railroad					100,609.84	69,513.17
Western Pacific Railway	2,283.55				17,357.23	14,769.35
Totals	\$5,017,676.24	\$3,300,000.00	\$414,139.59		\$8,822,369.95	\$2,135,560.31

Italic figures denote deficit.

PROFIT AND LOSS ACCOUNT

Railroad	Balance carried forward to profit and loss		Dividends declared out of surplus		Balance, credit or debit, on June 30	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$315,777.96	\$86,406.31			\$20,566,706.63	\$20,470,115.99
Bullfrog-Goldfield Railway	137,300.94	37,224.33			378,670.12	371,454.94
Central Pacific Railway	5,744,221.85	4,741,560.60	\$7,411,550.00	\$4,728,530.00	21,832,891.31	21,832,891.31
Eureka-Nevada Railway		944.35			22,950,450.38	944.35
Goldfield Consolidated M. & T. Co.		2,566,688.63	2,271,232.23	3,284,163.49	1,495,266.89	777,792.03
Las Vegas and Tonopah Railway	2,660,441.34	4,726.56			14,518.33	33,770.02
Nevada and California Railway	47,736.61	155,449.41	193,490.00		59,263.64	(*)
Nevada-California-Oregon Railway	2,181.06	56,467.35			471,099.51	273,254.92
Nevada Copper Belt Railway	19,198.64	8,121.25			13,036.25	21,157.50
Nevada Northern Railway	841.85	124,199.97			2,094.24	186,294.21
San Pedro, Los Angeles and Salt Lake Railroad	778,497.44	1,040,916.13			262,543.60	315,336.34
Silver Peak Railroad	302.06	1,653.20			2,985,252.69	4,034,748.69
Southern Pacific Company	6,771,680.82	3,751,595.63			2,441.41	791.21
Tonopah and Goldfield Railroad	64,715.71	138,984.28			63,711,655.81	66,839,709.32
Tonopah and Tidewater Railroad	100,609.84	69,513.17			985,671.66	782,812.00
Virginia and Truckee Railway	17,357.23	14,769.35		25,000.00	187,246.43	276,729.50
Western Pacific Railway		3,281,972.87			372,436.66	378,071.46
Totals	\$14,614,319.41	\$6,722,615.86	\$9,876,322.23	\$8,037,633.49	\$106,572,075.74	\$102,811,763.48

Dividends out of surplus in 1911: Central Pacific Railway preferred 4 per cent, common 10 per cent.

Goldfield Consolidated M. & T. Co., common 7 per cent.

Nevada and California Railway, common 4 per cent.

Dividends out of surplus in 1912: Central Pacific Railway preferred 4 per cent, common 6 per cent.

Goldfield Consolidated M. & T. Co., common 7 per cent.

Virginia and Truckee Railway, common 1/2 per cent.

Italic figures denote deficit.

OPERATING REVENUES—TOTAL

Railroad	Freight revenue		Passenger revenue		Excess baggage revenue	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*	\$2,395.96	\$1,152.07	\$1,052.62	\$597.78	\$3.94	\$4.78
Bullfrog-Goldfield Railroad	67,237.13	78,177.75	24,003.96	18,993.06	296.53	192.06
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	80,679.22	91,056.39				
Nevada and California Railway	92,892.01	143,746.79	40,656.62	35,668.30	450.80	515.73
Nevada-California-Oregon Railway						
Nevada Central Railroad	194,343.85	210,761.38	112,047.41	142,912.23	974.28	1,178.76
Nevada Copper Belt Railroad	54,086.31	35,861.33	21,383.78	17,274.41	232.30	103.60
Nevada Northern Railway	18,600.77	104,271.29	11,309.40	20,290.53	247.65	436.48
San Pedro, Los Angeles and Salt Lake Railroad	1,296,649.33	1,335,898.11	138,690.09	138,427.96	1,574.06	1,702.58
Silver Peak Railroad	5,138,955.58	6,590,077.38	2,794,590.25	3,011,570.69	40,569.02	43,276.62
Southern Pacific Company	9,413.76	9,693.53	4,123.08	4,125.37	13.62	10.62
Tonopah and Goldfield Railroad	62,829,297.18	52,944,791.08	31,896,443.57	31,279,921.69	408,108.04	398,497.56
Tonopah and Tidewater Railroad	630,597.14	617,821.26	113,453.29	102,494.13	1,997.67	1,794.01
Virginia and Truckee Railway	241,316.76	227,746.75	54,216.66	43,760.41	555.62	413.37
Western Pacific Railway	193,902.67	207,100.53	91,290.30	86,715.30	944.76	1,231.45
Totals	\$60,840,377.72	\$65,453,264.35	\$35,263,214.95	\$36,041,340.62	\$453,963.75	\$456,087.73

*Operating revenues for Atchison, Topeka and Santa Fe are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Parlor and chair car revenue		Mail revenue		Express revenue	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*						
Bullfrog-Goldfield Railway					\$122.87	\$309.16
Central Pacific Railway					1,823.76	887.33
Curleha Nevada-Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California Railway						
Nevada-Central Pacific Railroad						
Nevada-Copper Belt Railroad						
Nevada-Northern Railroad						
Nevada-Pack Railroad						
Nevada-Salt Lake Railroad						
Nevada-Silver Peak Railroad						
Nevada-Southern Pacific Railway						
Nevada-Tonopah and Goldfield Railroad						
Nevada-Tidewater Railroad						
Nevada-Virginia and Truckee Railway						
Nevada-Western Pacific Railway						
Totals	\$1,220.95	\$7,614.35	\$2,227,506.26	\$2,249,279.70	\$2,310,921.39	\$2,275,496.01

*Operating revenues for Atchison, Topeka and Santa Fe are shown for operations in Nevada only

OPERATING REVENUES—TOTAL

Railroad	Milk revenue on passenger trains		Other passenger train revenue		Total passenger service train revenue	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway ^a					\$1,726.37	\$1,416.06
Bullfrog-Goldfield Railroad					31,344.11	25,725.35
Central-Pacific Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada-Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad			\$30.61	\$3.75	51,513.32	47,101.79
Silver Peak Railroad	\$15,599.62	\$27,430.99			139,074.96	172,430.31
Southern Pacific Company					23,694.25	22,934.09
Tonopah and Goldfield Railroad			1,425.05	909.80	12,989.87	23,237.55
Tonopah and Tidewater Railroad	57,992.99	66,365.60	521.23	19,239.76	163,019.97	162,711.54
Virginia and Truckee Railway					3,141,821.62	3,432,762.55
Western Pacific Railway					5,277.95	5,178.38
			188,718.43	204,703.83	36,619,348.86	35,908,708.79
			212.50	150.15	147,790.43	133,514.51
			6.00	25.00	73,004.81	60,807.60
				108.35	105,727.02	100,704.93
Totals	\$73,592.61	\$98,797.59	\$190,913.87	\$225,095.64	\$40,521,333.26	\$41,348,681.64

^a Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Switching revenue		Special service train revenue		Miscellaneous transportation revenue	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway ^a		\$5.00				
Bullfrog-Goldfield Railroad	\$660.00	880.00			\$2.00	
Central Pacific Railway						
Europe-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,420.00	2,100.00	\$1,022.10	\$788.00		
Nevada and California Railway						
Nevada-California-Oregon Railway	257.50	500.00				
Nevada Central Railroad			560.80	300.00		
Nevada Copper Belt Railroad	554.45	3,550.75	180.00		678.00	\$1,527.11
Nevada Northern Railway	2,118.25	1,548.25	100.00			
San Pedro, Los Angeles and Salt Lake Railroad	34,877.01	49,734.84	15,633.00	16,853.00	489.40	735.70
Silver Peak Railroad						
Southern Pacific Company	450,019.89	483,902.35	36,172.22	41,009.09	330,105.86	370,591.13
Tonopah and Goldfield Railroad	3,929.00	4,987.00	2,336.50	615.20		
Tonopah and Tidewater Railroad	8.00	5.00				5.00
Virginia and Truckee Railway		72.50	637.75	969.70		
Western Pacific Railway	40.00	12,040.95		29,763.45		781.44
Totals	\$493,884.10	\$559,326.76	\$56,622.37	\$90,288.44	\$331,276.26	\$370,586.16

^aOperating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.*Italic figures denote deficit.*

OPERATING REVENUES—TOTAL

Railroad	Total revenue from transportation		Station and train privileges		Parcel-room receipts	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*	\$4,122.33	\$2,573.13			\$0.20	
Bullfrog-Goldfield Railroad	99,243.29	99,783.10				
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	80,679.22	91,066.39				
Nevada and California Railway	146,847.43	153,736.57				
Nevada-Central Railroad						
Nevada Copper Belt Railroad	334,237.13	383,692.19	\$30.00	\$135.00		
Nevada Northern Railway	82,940.56	69,096.42				
Nevada-Central Railroad	82,822.89	123,532.43				
Nevada Copper Belt Railroad	1,451,587.36	1,600,147.90	239.72	25.00		
Nevada Northern Railway	8,331,786.91	9,020,183.69	7,439.52	8,439.30		
Nevada Copper Belt Railroad	14,891.01	4,702.21				
Nevada Northern Railway	90,264.34	89,743,092.74	150,236.35	149,893.24	28,883.98	\$29,422.20
Silver Peak Railroad	784,553.07	758,497.87	900.00	676.00	79.16	84.90
Southern Pacific Company	314,939.57	298,531.35				
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway	300,307.44	308,837.98				
Western Pacific Railway		5,223,752.55		.45		251.18
Totals	\$102,243,492.81	\$107,827,147.35	\$158,965.59	\$159,204.59	\$28,963.33	\$29,758.28

*Operating revenues for the Atchison, Topeka and Santa Fe are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Storage—Freight		Storage—Baggage		Car service	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*						
Bullfrog-Goldfield Railroad	\$27.82	\$8.12	\$4.35	\$4.05	\$50.00	\$100.00
Central Pacific Railroad	70.79	18.42	1.05		86.00	55.00
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	\$3.88	63.34	68.20	59.55	252.00	136.00
Nevada and California Railway						
Nevada-California-Oregon Railway	151.91	47.23	103.05	131.20	823.00	144.00
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railroad	128.08	4.47	5.75	84.15	2,373.00	1,398.00
San Pedro, Los Angeles and Salt Lake Railroad	1,831.00	114.95	37.75	71.30	1,996.00	1,996.00
Silver Peak Railroad	81.50	1,767.63	5,270.05	6,497.90	18,254.70	21,531.94
Southern Pacific Company	20,845.95	18,597.25	66,940.76	62,555.17	70,332.12	96,556.85
Tonopah and Goldfield Railroad	144.86	256.95	291.85	238.00	1,821.00	1,231.00
Tonopah and Tidewater Railroad	17.45	21.16	21.45		50.00	23.00
Virginia and Truckee Railroad	142.49	198.91	7.10	30.55	278.00	116.00
Western Pacific Railway		515.53		2,149.25		3,610.00
Totals	\$23,525.73	\$21,613.97	\$72,730.86	\$71,822.42	\$34,319.82	\$116,900.79

*Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Telegraph and telephone service		Rents of buildings and other property		Miscellaneous	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*						
Bullfrog-Goldfield Railroad			\$40.00	\$10.00	\$28.00	\$12.65
Central Pacific Railroad	\$284.04	\$180.89	238.77	300.00	51.03	6.90
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	798.83	518.42	14.00	17.00	3,569,891.18	3,586,127.96
Nevada and California Railway					2.99	19.06
Nevada-California-Oregon Railway						
Nevada Central Railroad			2,469.00	1,380.25	1,066.15	1,060.18
Nevada Copper Belt Railroad	835.36	567.55			888.55	122.28
Nevada Northern Railway					887.79	127.42
San Pedro, Los Angeles and Salt Lake Railroad	13,243.80	7,461.54	46.00	46.00		
Silver Peak Railroad	7,316.83	7,764.18	432.20	8,695.30	24,386.98	23,634.15
Southern Pacific Company			60.00	80.00		
Tonopah and Goldfield Railroad	72,184.08	78,584.04	145,780.38	161,776.21	200,301.15	170,806.35
Tonopah and Tidewater Railroad			743.95	1,437.58	342.87	80.94
Virginia and Truckee Railroad	1,659.64	1,808.80	982.77	829.33	434.61	140.05
Western Pacific Railway					686.03	789.24
				11,086.04		7,210.15
Totals	\$96,322.58	\$91,884.92	\$150,735.07	\$185,576.71	\$3,798,796.83	\$3,789,537.83

*Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Railroad	Total revenue from operation other than transportation		Total operating revenues, entire line	
	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*	\$434.41	\$315.21	\$89,164,216.53	\$89,856,346.85
Bullfrog-Goldfield Railroad	435.64	330.32	99,678.93	100,163.42
Central Pacific Railroad				
Eureka-Nevada Railway				
Goldfield Consolidated M. & T. Co.				
Las Vegas and Tonopah Railroad	3,650,570.40	3,586,127.96	3,650,570.40	3,677,134.35
Nevada and California Railway	1,169.90	813.37	148,017.83	194,549.94
Nevada-California-Oregon Railway	4,780.11	578.83	338,867.24	386,580.06
Nevada Central Railroad	1,673.91	689.83	84,614.47	69,785.25
Nevada Copper Belt Railroad	843.64	1,612.04	33,666.43	131,144.52
Nevada Northern Railway	16,113.86	9,714.80	1,468,065.80	1,559,882.70
San Pedro, Los Angeles and Salt Lake Railroad	64,981.28	78,261.00	8,423,197.20	9,124,474.35
Silver Peak Railroad	442.00	81.30	14,833.71	14,863.51
Southern Pacific Company	755,468.71	762,666.31	91,108,791.40	90,621,049.27
Tonopah and Goldfield Railroad	3,823.66	4,894.31	78,961.16	79,149.24
Tonopah and Tidewater Railroad	3,094.82	2,894.34	317,454.49	339,330.84
Virginia and Truckee Railway	1,016.62	1,119.70	301,823.06	328,972.66
Western Pacific Railway		24,772.60		5,258,532.43
Totals	\$4,424,339.31	\$4,463,979.98	\$196,946,810.58	\$202,296,383.33

*Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for the operations in Nevada only.

CENTRAL PACIFIC RAILWAY AND NEVADA AND CALIFORNIA RAILWAY INCOME ACCOUNT

Item	Central Pacific Railway		Nevada and California Railway	
	1911	1912	1911	1912
Gross income from lease of road	\$12,824,724.72	\$13,386,173.87	\$457,540.15	\$288,544.23
Salaries and maintenance of organization	6,378.59	7,186.64	316.96	763.65
Taxes accrued	1,388,634.14	1,742,377.43	71,408.45	65,899.71
Net income from lease of road	11,419,711.99	11,616,609.80	385,814.75	221,880.87
<i>Other income</i>				
Miscellaneous rents receivable	\$116,243.10	\$122,604.55	\$8,180.46	\$3,995.56
Dividends on stocks owned or controlled				
Interest accrued on funded debt owned or controlled				
Interest on other securities, loans, etc.				
Miscellaneous income	214,402.32	1,307,971.09		
Total other income	324,074.86	341,526.83	8,180.46	3,995.56
Gross corporate income	12,774,432.27	13,388,732.27	393,995.21	225,876.43
<i>Deductions from gross corporate income</i>				
Rents accrued for lease of other roads	\$512,490.52	\$347,290.43		\$831.12
Miscellaneous rents	125,894.13	61,261.01	\$1,294.56	198,666.87
Interest accrued on funded debt	5,276,896.40	7,384,766.94	212,949.27	147,273.42
Other interest				
Sinking funds chargeable to income	50,000.00	51,000.00		
Other deductions	564,889.87	852,763.29	52,024.77	36,554.63
Total deductions	6,580,210.42	8,647,171.67	346,258.60	381,825.94
Net corporate income	\$5,744,221.85	\$4,741,560.60	\$47,736.61	\$155,449.41
Dividends declared				
Balance carried forward to credit of profit and loss	\$5,744,221.85	\$4,741,560.60	\$47,736.61	\$155,449.41

STOCKS AND BONDS OWNED

Railroad	Total par value of stocks owned		Dividends accrued on stocks owned		Funded debt owned	
	1911	1912	1911	1912	1911	1912
Archison, Toiyoka and Santa Fe Railway	\$191,735,464.08	\$239,194,000.58	\$408,722.41	\$363,260.08	\$166,404,626.61	\$149,123,125.86
Bullfrog-Goldfield Railroad					40,000.00	40,000.00
Central Pacific Railway	5,439,500.00	5,439,700.00			186,660.00	172,150.00
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	200.00					
Nevada and California Railway	16,369.00	275,369.00				
Nevada-California-Oregon Railway						
Nevada Central Railroad	135,000.00				102,869.00	
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	50,360.00	50,385.00			428,000.00	428,000.00
Silver Peak Railroad						
Southern Pacific Company	608,724,366.06	658,961,632.73	21,626,232.08	16,776,870.94	72,552,004.00	118,820,204.00
Tonopah and Goldfield Railroad	400.00				350,000.00	350,000.00
Tonopah and Tidewater Railroad					350,000.00	350,000.00
Virginia and Truckee Railway						
Western Pacific Railway		499,900.00				
Totals	\$806,101,669.14	\$804,420,575.31	\$23,085,010.49	\$17,142,131.02	\$240,444,139.61	\$269,233,479.86

STOCKS AND BONDS OWNED

Railroad	Interest accrued on funded debt owned		Miscellaneous securities owned		Dividends or interest on miscellaneous securities	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway	\$998,491.48	\$786,380.57				
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway	6,171.50					
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	17,120.00	17,120.00				
Silver Peak Railroad						
Southern Pacific Company	3,067,106.16	4,521,223.33	\$21,575,524.52	\$14,623,315.84	\$235,825.85	\$746,954.86
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad	17,500.00					
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$4,101,391.14	\$5,324,723.90	\$21,575,524.52	\$14,623,315.84	\$235,825.85	\$746,954.86

SINKING, INSURANCE AND OTHER FUNDS

Railroad	Sinking, insurance and other funds—Cash to funds		Sinking, insurance and other funds—Total		Sinking, insurance and other funds—Cash in funds	
	1911	1912	1911	1912	1911	1912
Aitchison, Topeka and Santa Fe Railway	\$380,880.66	\$350,227.83	\$414,139.59	\$386,959.94	\$1,480,318.33	\$1,827,272.58
Bullfrog-Goldfield Railroad	17,425.00	17,425.00		17,425.00		
Central Pacific Railroad	50,000.00	51,000.00	66,360.68	66,443.70	809,396.41	474,255.89
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad	9,810.00	9,710.00	9,810.00	9,710.00	455.29	29.46
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	50,000.00		55,720.52		55,908.28	
Silver Peak Railroad						
Southern Pacific Company	5,000.00	5,000.00	5,000.00	5,000.00	295.83	635.41
Tonopah and Goldfield Railroad	78,825.00	78,825.00	78,825.00	78,825.00		
Tonopah and Fidewater Railroad	17,625.34	17,625.49	17,625.34	17,625.49		
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	\$809,676.00	\$529,940.32	\$847,571.13	\$591,116.13	\$2,297,981.14	\$2,302,193.34

SINKING, INSURANCE AND OTHER FUNDS, OPERATING EXPENSES—MAINTENANCE OF WAY

Railroad	Sinking, Insurance and other funds—Total		Superintendence		Maintenance of roadway and track	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$1,430,318.33	\$1,827,272.68	\$328,680.59	\$380,561.52	\$8,853,141.13	\$9,008,395.33
Bullfrog-Goldfield Railway			2,284.51	1,987.02	17,645.42	18,679.69
Central Pacific Railway	7,217,969.69	6,141,726.39				
Eureka-Nevada Railway			600.00	150.00		4,938.68
Goldfield Consolidated M. & T. Co.			2,678.25	2,159.23	7,225.69	30,760.77
Las Vegas and Tonopah Railway					31,883.91	
Nevada and California Railway						
Nevada-California-Oregon Railway			1,221.29	3,068.49	91,733.07	84,274.88
Nevada Central Railroad			300.00	300.00	11,814.51	10,786.65
Nevada Copper Belt Railroad			199.42	145.18	2,053.04	9,854.24
Nevada Northern Railway			8,300.66	7,116.17	127,645.26	124,795.97
San Pedro, Los Angeles and Salt Lake Railroad	211,451.56		84,124.23	82,570.74	922,589.19	790,977.99
Silver Peak Railroad					843.08	1,613.81
Southern Pacific Company	296.83	635.41	590,997.29	639,395.53	7,737,677.98	6,490,945.16
Tonopah and Goldfield Railroad			11,104.73	9,872.62	48,898.89	67,108.07
Tonopah and Tidewater Railroad	105,612.36	123,284.86	4,301.03	5,999.43	38,261.71	33,086.39
Virginia and Truckee Railway			4,697.92	4,200.00	39,890.30	45,046.77
Western Pacific Railway				89,930.07		507,123.89
Totals	\$3,986,103.06	\$8,092,923.69	\$1,539,499.92	\$1,727,726.04	\$17,935,743.18	\$17,928,468.29

OPERATING EXPENSES
MAINTENANCE OF WAY AND STRUCTURES

Railroad	Maintenance of track structures		Maintenance of buildings, docks and wharves		Injuries to persons	
	1911	1912	1911	1912	1911	1912
Archison, Toiyoka and Santa Fe Railway	\$1,527,831.26	\$1,945,033.80	\$1,361,547.82	\$1,286,519.14	\$52,827.76	\$45,024.29
Bullfrog-Goldfield Railroad	1,520.85	1,653.54		1,219.15		
Central Pacific Railway						
Eureka-Nevada Railway	2,766.41	39.25	1,051.26			
Goldfield Consolidated M. & T. Co.	2,105.00	1,769.42	677.67	3,325.00	1.00	
Las Vegas and Tonopah Railroad						
Nevada and California Railroad						
Nevada-California-Oregon Railway	3,794.09	4,250.55	2,969.04	5,293.89		
Nevada Central Railroad	118.43	467.21	668.08	1,427.71		237.40
Nevada Copper Belt Railroad	226.09	1,090.86	499.19	769.08		
Nevada Northern Railway	8,030.98	11,270.16	16,061.93	17,451.66	1,327.00	
San Pedro, Los Angeles and Salt Lake Railroad	202,440.57	119,578.34	124,890.55	133,746.82	2,743.00	3,617.04
Silver Peak Railroad						
Southern Pacific Company	1,498,542.14	1,498,822.62	1,130,949.89	1,198,511.10	17,976.46	26,769.30
Tonopah and Goldfield Railroad	2,870.76	1,319.54	5,316.34	2,542.74	104.94	2,252.92
Tonopah and Tidewater Railroad	4,218.87	4,402.72	3,017.31	2,863.69	1.52	3.68
Virginia and Truckee Railway	7,560.71	6,336.61	3,743.77	4,312.43		
Western Pacific Railway		290,339.31		63,806.73		1,602.23
Totals	\$3,250,026.76	\$3,875,844.22	\$2,652,217.88	\$2,712,092.09	\$74,931.68	\$79,506.76

**OPERATING EXPENSES
MAINTENANCE OF WAY AND STRUCTURES**

Railroad	Other maintenance of way expenses		Maintenance of joint track—Debit		Maintenance of joint track—Credit	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$277,059.41	\$201,404.05	\$133,005.66	\$141,532.76	\$191,895.31	\$161,801.50
Baltic-Goldfield Railroad	949.25	1,024.07	1,110.72	951.98	809.51	1,712.39
Central Pacific Railway						
Elgin-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,438.25	3,515.04				
Nevada and California Railway						
Nevada-California-Oregon Railway	1,257.59	1,375.88				
Nevada Central Railroad	2.40					
Nevada Copper Belt Railroad	55.96	44.16	164.04	146.37		
Nevada Northern Railway	1,254.22	5,223.01				
San Pedro, Los Angeles and Salt Lake Railroad	30,500.92	29,626.22	106,819.01	95,194.42	1,678.32	1,922.41
Silver Peak Railroad						
Southern Pacific Company	279,003.79	233,375.75	197,544.36	143,798.50	90,323.53	108,153.05
Tonopah and Goldfield Railroad	1,575.06	2,050.79	5,282.66	4,497.04	1,085.20	951.98
Tonopah and Tidewater Railroad	1,225.36	1,503.38	876.91	1,712.39		41.24
Virginia and Truckee Railway	798.75	949.21				
Western Pacific Railway		18,317.89		2,236.79		979.13
Totals	\$596,130.96	\$499,211.45	\$443,788.86	\$390,180.23	\$235,791.87	\$274,961.78

Italic figures denote credit.

OPERATING EXPENSES
MAINTENANCE OF WAY AND STRUCTURES, AND MAINTENANCE OF EQUIPMENT

Railroad	Total—Maintenance of way and structures		Superintendence		Locomotives—Repairs	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$12,847,208.82	\$13,347,319.89	\$506,179.70	\$468,123.41	\$6,330,635.84	\$6,203,481.65
Burlingame and Pacific Railroad	23,566.27	23,803.04	2,413.27	1,828.03	12,265.24	11,580.10
Central Pacific Railroad						
Elgin and Nevada Railway						
Goldfield Consolidated M. & T. Co.	11,643.86	5,182.93	600.00	150.00	2,657.12	1,242.63
Las Vegas and Tonopah Railroad	38,785.08	41,827.46	1,765.28	1,454.91	19,854.31	18,307.79
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad	100,975.08	96,294.99	2,113.64	2,114.80	10,851.26	14,622.54
Nevada Copper Belt Railroad	12,908.42	13,218.97			3,689.47	4,222.12
Nevada Northern Railway	3,202.74	12,038.86	1.25	724.18	1,435.59	6,671.62
Nevada Northern Belt Railroad	162,640.05	155,856.87	4,525.73	5,406.70	43,263.49	46,082.44
San Pedro, Los Angeles and Salt Lake Railroad	1,471,869.25	1,253,869.26	48,013.37	60,906.44	634,862.19	1,186,712.40
Silver Peak Railroad		1,613.81			1,080.63	3,226.49
Southern Pacific Company	11,350,368.38	10,123,494.90	432,982.06	446,373.06	4,573,848.27	5,151,089.49
Tonopah and Goldfield Railroad	78,546.18	88,691.66	9,706.58	8,689.14	62,848.17	40,021.18
Tonopah and Tidewater Railroad	51,902.21	49,506.19	4,753.02	3,668.27	23,881.17	11,153.34
Virginia and Truckee Railway	56,621.45	60,335.07	3,360.00	3,360.00	9,496.52	8,368.07
Western Pacific Railroad		862,734.78		83,862.31		198,070.93
Totals	\$26,206,581.87	\$26,237,567.18	\$1,016,362.90	\$1,056,660.35	\$11,730,568.27	\$12,908,702.79

**OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT**

Railroad	Cars—Repairs		Floating equipment—Repairs		Work equipment—Repairs	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$4,432,533.30	\$4,202,458.57				
Burling-Goldfield Railway	2,791.92	2,411.13	\$80,535.15	\$41,717.71	\$79,682.95	\$129,543.75
Central Pacific Railway					26.80	82.40
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	2,620.13	2,227.64				
Las Vegas and Tonopah Railroad	4,356.07	4,227.34				
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad	11,068.72	15,056.04			2,039.90	1,145.92
Nevada Copper Belt Railroad	2,882.76	2,683.95			145.22	17.94
Nevada Northern Railway	781.76	1,196.11			1,080.81	281.01
San Pedro, Los Angeles and Salt Lake Railroad	37,236.31	43,888.34			40,238.03	24,923.97
Silver Peak Railroad	429,643.24	472,913.50				
Southern Pacific Company	1.56	4,224,586.84	147,279.03	187,076.06	243,209.83	178,738.01
Tonopah and Goldfield Railroad	4,601,652.23	16,624.35			646.86	157.06
Tonopah and Tidewater Railroad	27,746.70	2,574.55			416.63	536.82
Virginia and Truckee Railroad	4,370.93	9,156.24				
Western Pacific Railway	6,986.40	141,462.04		9,402.73		27,704.79
Totals	\$6,564,805.02	\$9,201,496.65	\$207,814.18	\$188,196.62	\$397,437.13	\$363,087.67

**OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT**

Railroad	Equipment, renewals		Equipment, depreciation		Injuries to persons	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$158,111.11	\$107,789.12	\$1,947,716.69	\$2,077,332.32	\$25,076.18	\$28,415.24
Bullfrog-Goldfield Railway	15,891.14	145.06	5,486.04	4,960.80		
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	1,593.41		7,862.36	8,390.64		
Las Vegas and Tonopah Railway						
Nevada and California Railway		1,093.41	13,588.80	9,346.61		
Nevada-California-Oregon Railway			1,920.00	1,920.00		
Nevada Central Railway						
Nevada Copper Belt Railway						
Nevada Northern Railway	6,171.99	7.60	56,456.60	60,944.96	47.50	1.00
San Pedro, Los Angeles and Salt Lake Railroad	26.59	11,252.41	182,965.70	182,902.75	959.72	3,343.32
Silver Peak Railroad						
Southern Pacific Company	664,876.09	556,156.19	64,276.12	63,053.73	12,930.32	33,521.48
Tonopah and Goldfield Railroad	732.73	23,052.29	36,603.89	24,353.91	38.06	41.91
Tonopah and Tidewater Railroad	312.71	4,906.74	6,521.99	6,429.73	1.62	3.68
Virginia and Truckee Railway		4,455.00	12,444.72	12,444.72		
Western Pacific Railway		7,330.80		59,482.96		1,609.77
Totals	\$844,474.77	\$718,192.61	\$2,336,861.91	\$2,513,663.11	\$39,062.29	\$66,969.30

Italic figures denote credit.

**OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT**

Railroad	Other maintenance of equipment expenses		Maintenance of joint equipment at terminals— Debit		Maintenance of joint equipment at terminals— Credit	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$343,354.78	\$375,381.79	\$17,084.91	\$16,090.92	\$31,766.58	\$38,589.86
Bullfrog-Goldfield Railroad	172.19	78.90				
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,247.02	2,657.37				
Nevada and California Railway						
Nevada-California-Oregon Railway	1,495.80	2,329.05				
Nevada Central Railroad	673.44	1,946.95				
Nevada Copper Belt Railroad	886.47	935.40		57.86		
Nevada Northern Railway	18,891.37	21,051.60				
San Pedro, Los Angeles and Salt Lake Railroad	46,177.34	71,369.41	13,594.78	12,622.62		
Silver Peak Railroad						
Southern Pacific Company	315,669.74	350,889.35				
Tonopah and Goldfield Railroad	4,101.65	2,875.28	27,014.95	17,345.03	17,232.01	17,297.66
Tonopah and Tidewater Railroad	2,164.91	1,511.53	494.08	670.82		
Virginia and Truckee Railroad						
Western Pacific Railway	2,399.23	2,433.86				
Totals	\$787,173.84	\$848,686.53	\$58,538.67	\$46,717.15	\$43,997.59	\$55,387.52

Italic figures denote credit.

OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT, TRAFFIC EXPENSES AND TRANSPORTATION EXPENSES

Railroad	Total maintenance of equipment expenses		Traffic expenses—Total		Superintendence and dispatching of trains	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$13,889,044.08	\$13,681,674.62	\$1,851,546.29	\$2,005,716.41	\$1,281,457.18	\$1,311,544.04
Bullfrog-Goldfield Railroad	39,046.70	20,986.82	11,488.46	10,814.78	8,384.78	2,935.62
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	5,877.25	3,620.27			1,200.00	300.00
Nevada-California-Oregon Railway	33,511.63	35,038.06	15,019.42	11,946.25	4,364.80	4,239.64
Nevada-Central Railroad	41,183.12	45,708.47	7,454.26	7,629.78	2,407.59	2,865.70
Nevada-Copper Belt Railroad	9,265.66	10,762.06			275.00	161.00
Nevada Northern Railroad	3,250.29	9,630.61	1,804.89	2,785.76	1,323.62	2,740.28
San Pedro, Los Angeles and Salt Lake Railroad	167,672.80	179,662.03	4,724.90	4,676.53	8,879.63	9,863.59
Silver Peak Railroad	1,396,827.78	2,025,951.72	374,764.53	377,019.49	75,670.32	87,046.34
Southern Pacific Company	1,062.19	3,226.49	76.72	80.10		
Tonopah and Goldfield Railroad	11,066,895.63	11,201,493.60	2,093,963.54	2,180,606.53	1,109,688.17	1,123,782.23
Tonopah and Tidewater Railroad	142,917.86	118,485.34	34,833.43	21,623.15	36,369.99	22,243.07
Virginia and Truckee Railroad	42,372.88	30,784.61	22,061.21	26,798.31	6,688.96	5,874.67
Western Pacific Railway	34,694.87	40,246.39	5,915.71	8,182.45	4,626.50	3,540.00
		489,143.41		340,462.82		91,506.03
Totals	\$26,853,091.39	\$27,846,395.06	\$4,364,213.36	\$4,997,660.96	\$2,536,346.57	\$2,674,681.21

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Station service		Yard enginemen		Other yard employees	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$4,160,187.96	\$4,304,191.78		\$612,375.78	\$1,332,520.46	\$1,354,213.77
Bullfrog-Goldfield Railroad	13,789.09	10,103.21				170.67
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway	11,454.20	10,399.61	1,073.77	1,204.11	1,039.59	1,156.14
Nevada Central Railroad						
Nevada Copper Belt Railroad	14,873.50	17,031.16				
Nevada Northern Railway	3,968.66	4,453.56				
San Pedro, Los Angeles and Salt Lake Railroad	3,972.11	6,454.99			2.80	3.57
Silver Peak Railroad	23,598.27	30,024.38	1,192.45	1,204.35	4,223.98	4,211.90
Southern Pacific Company	314,807.53	363,650.72	46,309.51	49,043.56	94,823.77	107,001.74
Tonopah and Goldfield Railroad	2,920.69	2,079.69				
Tonopah and Tidewater Railroad	4,113,663.20	4,129,089.16	504,925.04	522,422.97	1,469,205.80	1,522,766.67
Virginia and Truckee Railroad	93,238.91	32,999.71	6,817.02		8,777.00	
Western Pacific Railway	17,698.11	14,880.73	1,064.13		566.92	
	21,869.50	239,713.90				
Totals	\$3,744,043.72	\$9,296,734.45	\$1,143,887.08	\$1,217,601.67	\$2,901,165.32	\$3,062,772.09

OPERATING EXPENSES
TRANSPORTATION EXPENSES

Railroad	Fuel for yard locomotives		All other yard expenses		Road enginemen and motormen	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway					\$3,436,104.00	\$3,547,023.72
Bullfrog-Goldfield Railroad	\$678,491.79	\$621,927.63	\$301,281.16	\$312,759.54	7,465.72	5,547.99
Central Pacific Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.					3,536.88	4,164.91
Las Vegas and Tonopah Railroad	1,195.32	1,886.57	144.08	366.59	11,237.40	10,611.62
Nevada and California Railroad					7,980.37	10,708.61
Nevada-California-Oregon Railway					2,499.30	2,909.41
Nevada-Copper Belt Railroad	2,283.90	2,110.10	543.33	698.86	1,817.51	5,863.41
Nevada Northern Railway	75,725.84	78,827.31	27,002.73	45,818.46	42,432.92	42,091.70
San Pedro, Los Angeles and Salt Lake Railroad					890,635.14	408,896.36
Silver Peak Railroad					2,094.80	2,196.35
Southern Pacific Company	544,545.14	622,373.51	331,609.04	392,458.26	3,136,615.87	3,368,090.11
Tonopah and Goldfield Railroad	18,476.24		3,858.49		14,698.35	17,459.04
Tonopah and Tidewater Railroad	903.94		2,888.47		11,821.65	9,031.80
Virginia and Truckee Railroad					13,819.62	13,761.67
Western Pacific Railroad		28,808.36		8,442.33		281,685.48
Totals	\$1,221,602.17	\$1,255,632.38	\$667,257.30	\$766,544.44	\$7,062,379.53	\$7,730,032.18

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Fuel for road locomotives		Other road locomotive supplies and expenses		Road trainmen	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....	\$5,482,714.91	\$5,699,065.12	\$2,065,953.53	\$2,195,065.39	\$3,345,691.51	\$3,530,760.38
Burlington Railroad.....	11,220.21	8,104.34	4,020.62	4,171.74	6,143.78	4,964.46
Central Pacific Railroad.....						
Colorado and Southern Railway.....						
Golden State Railway.....						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad.....	6,976.73	6,529.81	1,377.76	1,185.09	5,822.70	5,628.32
Las Vegas and California Railway.....	26,666.86	27,900.88	8,701.44	7,427.26	10,007.69	9,849.80
Nevada and California-Oregon Railway.....						
Nevada Central Railroad.....	23,851.21	36,053.33	5,664.85	6,408.84	6,710.90	8,451.92
Nevada Copper Belt Railroad.....	6,599.70	4,828.64	2,346.75	1,391.45	2,254.00	1,271.70
Nevada Northern Railway.....	3,032.04	13,671.20	1,723.64	3,580.60	1,847.98	6,041.88
San Pedro, Los Angeles and Salt Lake Railroad.....	134,822.18	137,135.20	23,772.46	24,158.29	51,029.06	52,296.26
Silver Peak Railroad.....	897,654.12	952,973.93	189,149.27	240,219.16	388,011.88	411,508.74
Southern Pacific Company.....	2,090.94	2,329.56	350.86	1,047.56	1,576.80	1,109.80
Southern Pacific Company.....	5,663,177.86	5,475,866.88	1,611,677.24	1,756,368.04	3,444,654.83	3,789,844.77
Tonopah and Goldfield Railroad.....						
Tonopah and Tidewater Railroad.....	71,892.43	67,649.74	22,195.20	16,311.90	14,584.80	11,331.00
Virginia and Truckee Railroad.....	28,768.66	20,617.83	9,729.40	11,100.91	13,877.79	13,924.00
Western Pacific Railway.....	32,659.25	28,389.90	7,351.39	6,491.27	13,028.80	274,651.71
Totals.....	\$12,289,976.12	\$13,124,622.44	\$3,854,907.64	\$4,432,924.58	\$7,305,741.40	\$8,090,065.48

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Train supplies and expenses		Injuries to persons		Loss and damage	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$1,187,950.31	\$1,127,732.55	\$478,992.02	\$407,080.90	\$325,946.26	\$702,423.17
Burlingame-Goldfield Railroad	2,259.03	1,046.73	1,268.60		164.09	55.81
Central Pacific Railroad						
Eureka-Nevada Railway	328.34	83.47				
Goldfield Consolidated M. & T. Co.	2,182.62	1,639.93	3.00		233.24	178.35
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada-Central Railroad	1,927.85	1,726.94	597.11	98.45	399.50	664.99
Nevada Copper Belt Railroad	11.83	51.68			300.80	317.28
Nevada Northern Railway	253.68	240.61	35.00	43.25	498.15	202.29
San Pedro, Los Angeles and Salt Lake Railroad	6,098.86	7,053.52	45.95	65.50	1,563.27	1,094.53
Silver Peak Railroad	126,886.59	146,731.92	28,688.69	20,653.67	50,480.76	47,309.60
Southern Pacific Company	808.54	448.72			853.21	104.82
Tonopah and Goldfield Railroad	961,693.59	1,084,723.63	283,217.61	385,413.03	595,889.06	568,894.56
Tonopah and Tidewater Railroad	2,750.56	3,244.44	1,476.10	2,604.45	5,840.56	1,257.96
Virginia and Truckee Railroad	4,572.67	3,246.38	26.53	3.58	437.48	147.72
Western Pacific Railway	3,706.54	5,407.04	37.00	3,876.00	244.77	238.02
		55,683.19		9,667.84		33,407.97
Totals	\$2,301,431.01	\$2,889,122.75	\$772,987.61	\$623,956.67	\$1,432,652.15	\$1,355,930.09

Italic figures denote credit.

**OPERATING EXPENSES
TRANSPORTATION EXPENSES**

Railroad	Other casualties		Other transportation expenses		Operating joint yards and terminals—Debit	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$263,633.49	\$196,979.54	\$818,995.68	\$827,287.28	\$220,697.37	\$244,838.43
Bullfrog-Goldfield Railroad	435.13	77.37	764.87	529.26	345.11	—
Central Pacific Railway	—	—	—	—	—	—
Eureka-Nevada Railway	—	—	—	—	—	—
Goldfield Consolidated M. & T. Co.	—	—	—	—	—	—
Las Vegas and Tonopah Railroad	31.27	49.25	46.50	62.50	—	—
Nevada and California Railway	—	—	2,023.07	1,823.15	—	—
Nevada-California-Oregon Railway	1,310.10	1,184.18	1,080.51	1,511.02	—	—
Nevada Central Railroad	6.00	256.55	1,351.08	1,411.14	—	—
Nevada Copper Belt Railroad	—	716.65	504.01	1,506.26	2,283.81	2,003.28
Nevada Northern Railway	906.78	749.26	4,785.64	5,808.21	—	—
San Pedro, Los Angeles and Salt Lake Railroad	27,474.00	25,798.38	69,473.53	77,292.59	244,705.99	242,403.47
Silver Peak Railroad	—	—	—	—	—	—
Southern Pacific Company	153,513.20	137,034.86	1,521,893.36	1,587,919.17	197,853.49	232,153.69
Tonopah and Goldfield Railroad	418.96	467.79	6,515.51	3,097.01	11,046.89	9,567.04
Tonopah and Tidewater Railroad	198.65	58.11	3,771.98	3,145.01	—	—
Virginia and Truckee Railroad	113.51	42.49	1,541.35	1,104.67	—	—
Western Pacific Railway	—	23,741.20	—	121,289.90	—	47,955.08
Totals	\$448,040.13	\$386,145.63	\$2,432,706.32	\$2,583,252.17	\$676,934.66	\$778,930.99

**OPERATING EXPENSES
TRANSPORTATION EXPENSES AND GENERAL EXPENSES**

Railroad	Total transportation expenses			Administration		Insurance	
	1911	1912		1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$26,113,311.87	\$26,764,617.51		\$1,268,944.88	\$1,351,253.68	\$256,450.81	\$286,497.52
Bullfrog-Goldfield Railroad	51,170.42	37,619.22		5,484.66	4,592.10	961.88	868.80
Central Pacific Railway							
Eureka-Nevada Railway							
Goldfield Consolidated M. & T. Co.	19,238.91	17,964.10					
Las Vegas and Tonopah Railroad	79,392.25	78,496.99		17,578.98	16,180.84	508.20	515.73
Nevada and California Railway							
Nevada-California-Oregon Railway	66,808.49	86,705.19		24,045.20	21,444.42	1,368.75	880.03
Nevada Central Railroad	18,630.07	16,762.41		5,797.42	5,876.66	562.50	19.92
Nevada Copper Belt Railroad	17,697.25	42,654.52		4,806.21	11,100.20	435.73	423.83
Nevada Northern Railroad	311,239.63	318,107.65		37,444.73	37,354.54	2,092.94	2,466.19
San Pedro, Los Angeles and Salt Lake Railroad	3,100,993.55	3,372,223.07		166,760.85	161,174.22	23,274.97	23,891.69
Silver Peak Railroad	10,595.14	9,316.80		1,100.00	1,372.90		
Southern Pacific Company	25,048,492.98	26,170,200.09		1,994,812.60	1,690,498.81	255,785.09	246,431.43
Tonopah and Goldfield Railroad	282,841.67	196,554.06		41,827.04	27,629.74	4,320.43	5,106.48
Tonopah and Tidewater Railroad	102,900.76	79,527.71		10,870.14	8,873.25	2,049.08	1,966.23
Virginia and Truckee Railway	98,998.33	98,030.92		10,508.50	10,596.50	825.00	823.00
Western Pacific Railway		2,165,242.10			242,677.92		20,715.60
Totals	\$55,801,796.27	\$69,453,851.83		\$3,589,996.21	\$3,560,769.78	\$554,135.33	\$575,051.96

OPERATING EXPENSES
GENERAL EXPENSES

Railroad	Other general expenses		General administration of joint tracks and terminals—Debit		General administration of joint tracks and terminals—Credit	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$426,954.94	\$296,543.63	\$6,182.43	\$5,734.61	\$2,149.78	\$2,046.55
Burlingame-Goldfield Railroad	897.78	720.76			30.83	\$7.18
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	465.85	1,941.02				
Las Vegas and Tonopah Railroad	898.66	418.55				
Nevada and California Railway						
Nevada-California-Oregon Railway	1,162.16	1,162.26				
Nevada Central Railroad	646.24					
Nevada Copper Belt Railroad	2,303.53	1,606.53	3.00			
Nevada Northern Railway	3,753.11	2,548.46				
San Pedro, Los Angeles and Salt Lake Railroad	12,219.01	23,324.96	2,257.83	3,265.39		
Silver Peak Railroad	45.72					
Southern Pacific Company	478,375.61	431,124.70	4,973.51	4,800.70		
Tonopah and Goldfield Railroad	1,626.90	2,573.16				
Tonopah and Tidewater Railroad	790.04	872.93	39.36	40.28		
Virginia and Truckee Railway	1,023.39	726.61				
Western Pacific Railway		18,886.17		62.27		
Totals	\$890,640.84	\$781,399.74	\$13,456.13	\$13,903.25	\$2,180.71	\$2,083.53

Italic figures denote credit.

OPERATING EXPENSES, GENERAL EXPENSES, AND RECAPITULATION

Railroad	Total general expenses		Maintenance of way and structures		Maintenance of equipment	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka, and Santa Fe Railway.....	\$1,956,383.38	\$1,916,988.09	\$12,847,208.32	\$13,347,319.39	\$13,969,044.03	\$13,631,674.62
Burlingame-Goldfield Railway.....	6,813.39	6,144.48	23,566.27	23,803.04	39,045.70	20,986.32
Central Pacific Railway.....						
Evreka-Nevada Railway.....	465.85	2,151.02	11,843.36	5,182.83	5,877.25	3,620.27
Goldfield Consolidated M. & T. Co.	19,023.84	17,115.12	38,785.08	41,827.46	39,511.63	35,038.05
Las Vegas and Tonopah Railway.....						
Nevada and California Railway.....						
Nevada-California-Oregon Railway.....	26,576.11	23,436.71	100,975.06	98,294.99	41,183.12	46,708.47
Nevada-Copper Belt Railway.....	7,006.16	6,470.35	12,903.42	13,218.97	9,285.66	10,782.03
Nevada Northern Railway.....	7,548.47	13,180.06	3,202.74	12,038.86	3,250.29	9,630.61
Nevada Northern Railway.....	43,290.68	42,369.19	162,640.05	165,856.87	167,672.80	179,662.03
San Pedro, Los Angeles and Salt Lake Railroad.....	209,502.66	216,656.26	1,471,369.25	1,253,689.26	1,396,827.73	2,025,961.72
Silver Peak Railroad.....	1,145.72	1,372.90	848.08	1,613.81	1,032.19	3,226.49
Southern Pacific Company.....	2,734,946.81	2,342,785.64	11,350,368.38	10,123,434.90	11,066,396.63	11,201,493.60
Tonopah and Goldfield Railroad.....	47,774.27	35,309.39	73,548.18	88,691.66	142,917.56	118,485.94
Tonopah and Tidewater Railroad.....	13,688.57	11,742.69	51,902.21	49,505.19	42,372.88	30,784.61
Virginia and Truckee Railway.....	11,861.89	11,642.11	56,631.45	60,385.07	34,694.87	40,246.89
Western Pacific Railway.....		282,291.96		952,734.78		489,143.41
Totals.....	\$5,086,017.80	\$4,929,615.96	\$36,205,581.87	\$26,237,567.13	\$26,853,091.39	\$27,846,396.06

OPERATING EXPENSES—RECAPITULATION

Railroad	Traffic expenses		Transportation expenses		General expenses	
	1911	1912	1911	1912	1911	1912
Archison, Topeka and Santa Fe Railway	\$1,851,546.29	\$2,005,716.41	\$26,113,311.87	\$28,764,617.51	\$1,955,383.38	\$1,916,988.09
Bullfrog-Goldfield Railroad	11,488.46	10,814.78	51,170.42	37,619.22	6,813.39	6,144.48
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	15,019.42	11,946.25	19,288.91	17,964.10	465.85	2,151.02
Nevada and California Railway	7,454.26	7,629.78	79,392.25	78,436.99	19,023.84	17,116.12
Nevada-California-Oregon Railway						
Nevada Central Railroad			66,803.49	86,706.19	26,576.11	23,486.71
Nevada Copper Belt Railroad	1,804.89	2,785.76	18,630.07	16,762.41	7,006.16	6,470.35
Nevada Northern Railroad	4,724.90	4,676.83	17,607.25	42,554.52	7,548.47	13,130.06
San Pedro, Los Angeles and Salt Lake Railroad	374,784.53	377,019.43	3,111,299.68	3,138,107.65	43,290.68	42,369.19
Silver Peak Railroad	76.72	80.10	3,100,963.55	3,372,223.07	209,502.66	216,656.26
Southern Pacific Company	2,033,963.54	2,180,608.33	10,696.14	9,316.30	1,145.72	1,372.90
Tonopah and Goldfield Railroad	34,353.48	21,629.15	25,048,462.98	28,170,200.09	2,734,946.81	2,342,795.64
Tonopah and Tidewater Railroad	23,081.21	25,769.31	262,341.57	196,554.05	47,774.27	35,309.38
Virginia and Truckee Railway	5,915.71	8,532.45	102,900.76	79,527.71	13,688.57	11,742.69
Western Pacific Railway		340,452.32	98,988.33	98,090.92	11,851.89	11,642.11
Totals	\$4,364,213.36	\$4,997,660.96	\$55,301,796.27	\$59,453,851.83	\$5,086,017.80	\$4,929,615.96

OPERATING EXPENSES—RECAPITULATION

Railroad	Total operating expenses		Ratio of operating expenses to earnings—Per cent		Maintenance of way and structures—Per cent of total expenses	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$56,637,493.89	\$57,666,316.02	63.52	64.13	22.68	23.15
Burlington and Goldfield Railroad	132,064.24	99,367.84	132.50	96.30	17.84	23.96
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	37,275.37	28,913.32	46.20	31.80	31.20	17.32
Las Vegas and Tonopah Railroad	186,732.22	184,363.87	125.48	94.76	20.88	22.69
Nevada and California Railway						
Nevada-California-Oregon Railway	242,932.06	261,745.14	79.10	67.71	41.55	37.54
Nevada Central Railroad	47,805.31	47,183.76	56.49	78.93	26.99	28.01
Nevada Copper Belt Railroad	33,413.64	80,139.81	99.25	61.11	9.61	15.02
Nevada Northern Railway	689,628.11	710,662.57	46.98	47.07	23.58	23.34
San Pedro, Los Angeles and Salt Lake Railroad	6,553,477.77	7,246,539.80	77.80	79.41	22.45	17.30
Silver Peak Railroad	13,697.85	15,609.60	92.34	105.09	6.19	10.34
Southern Pacific Company	52,234,137.34	52,018,582.56	57.33	57.40	21.74	19.46
Tonopah and Goldfield Railroad	560,936.01	460,670.13	71.10	60.58	13.11	19.25
Tonopah and Tidewater Railroad	233,945.63	197,329.51	73.71	67.72	22.14	25.09
Virginia and Truckee Railway	206,082.25	218,787.44	69.05	70.53	27.21	27.58
Western Pacific Railway		4,229,864.55		80.44		22.52
Totals	\$117,810,700.69	\$123,465,090.97				

OPERATING EXPENSES—RECAPITULATION

Railroad	Maintenance of equip- ment—Percentage of total expenses		Traffic expenses— Percentage of total expenses		Transportation expenses—Percentage of total expenses		General expenses— Percentage of total expenses	
	1911	1912	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	24.49	23.64	3.27	3.48	46.10	46.41	3.46	3.82
Bullfrog-Goldfield Railroad	29.56	21.12	8.70	10.88	38.74	37.86	5.16	6.19
Central Pacific Railway								
Curtis, Nevada Railway	15.80	12.52			51.80	62.12	1.20	7.44
Goldfield Consolidated M. & T. Co.	18.04	19.00	8.09	6.48	42.75	42.54	10.24	9.29
Las Vegas and Tonopah Railroad								
Nevada and California Railway	16.85	17.46	3.07	2.92	37.49	33.13	10.84	8.95
Nevada-California-Oregon Railway	18.88	22.78			38.50	38.43	10.66	18.71
Nevada Central Railroad	9.21	14.02	5.40	3.48	33.60	53.10	22.56	18.98
Nevada Copper Belt Railroad	24.31	25.28			45.14	44.76	6.98	5.98
Nevada Northern Railway	27.31	27.96	5.72	5.20	47.32	43.55	8.20	9.86
New Pedro, Los Angeles and Salt Lake Railroad	7.54	20.50	3.54	4.19	77.35	59.69	8.36	8.80
Silver Peak Railway	21.18	21.53	3.89	4.19	47.98	50.31	5.23	4.51
Southern Pacific Company	25.48	25.72	6.12	4.70	46.77	42.67	8.62	7.66
Tonopah and Goldfield Railroad	18.14	15.60	9.87	13.08	43.99	40.30	5.86	5.95
Tonopah and Tidewater Railroad								
Virginia and Truckee Railway	16.68	18.40	2.84	3.90	47.58	44.80	5.69	5.32
Western Pacific Railway		11.58		8.06		51.19		6.68

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Railroad	Total property investment		Total securities		Total other investments	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$597,133,715.09	\$598,296,633.23			\$22,153,549.09	\$23,571,306.06
Bullfrog-Goldfield Railway	3,773,685.63	3,773,587.86				
Central Pacific Railway	227,661,393.66	281,379,623.35	\$946,021.79	\$339,259.63	119,318.21	154,686.68
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railway	25,126.50	15,076.90				
Nevada and California Railway	3,106,472.38	3,083,298.08				
Nevada-California-Oregon Railway	6,684,686.48		102,859.17		1.00	
Nevada Central Railway	3,239,469.33	3,850,154.98				
Nevada Copper Belt Railway	1,497,380.00	1,496,382.00				
Nevada Northern Railway	218,479.46	1,049,050.16	1,190,200.00			
San Pedro, Los Angeles and Salt Lake Railroad	2,896,159.44	2,758,084.85				
Silver Peak Railroad	69,574,292.24	70,157,194.81			491,908.06	487,966.06
Southern Pacific Company	202,442.04	206,587.61				
Tonopah and Goldfield Railroad	33,251,518.92	31,359,733.31	188,469,673.80	209,510,447.83	233,294,481.84	227,840,265.88
Tonopah and Tidewater Railroad	3,742,711.86	3,692,283.46			12,376.04	11,998.24
Virginia and Truckee Railway	4,184,339.06	4,172,387.48	350,000.00	350,000.00		
Western Pacific Railway	4,433,131.76	4,416,616.88				
	161,044,696.63	161,347,352.40	99,900.00	99,900.00	175,439.78	175,439.78
Totals	\$1,112,638,689.36	\$1,151,065,026.36	\$190,557,654.76	\$210,299,607.86	\$256,951,672.57	\$262,887,794.65

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Railroad	Total working assets		Accrued income not due		Total deferred debit items	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$58,120,816.54	\$64,378,550.09			\$6,466,858.28	\$6,589,814.25
Bullfrog-Goldfield Railroad	68,783.42	57,272.39	\$986.66	\$986.66	727.17	1,269.88
Central Pacific Railroad	34,686,401.38	39,771,320.26			7,217,989.69	6,997,800.16
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	1,202,408.22	630,804.92				
Las Vegas and Tonopah Railroad	51,478.87	43,343.89			7,024.84	9,683.00
Nevada and California Railway						
Nevada-California-Oregon Railway	419,985.24	727,514.28			208,537.13	1,406.99
Nevada Central Railroad	17,371.57	27,719.16			1,785.12	272.91
Nevada Copper Belt Railroad	9,447.04	26,485.69				665,890.05
Nevada Northern Railway	311,439.51	733,199.96			211,451.56	
San Pedro, Los Angeles and Salt Lake Railroad	1,863,155.18	2,252,038.04	1,426.66	1,426.66	4,499,063.67	5,518,397.35
Silver Peak Railroad						
Southern Pacific Company	139,906,175.82	146,448,673.53	1,247,131.30	2,024,458.90	15,068,979.19	12,195,810.33
Tonopah and Goldfield Railroad	607,426.72	764,441.36			29,795.15	58,757.49
Tonopah and Tidewater Railroad	233,490.63	240,479.19			226,726.33	341,597.68
Virginia and Truckee Railway	196,603.90	205,312.66			111.24	
Western Pacific Railway	697,554.97	718,835.47			921,996.88	982,082.80
Totals	\$288,462,549.01	\$257,025,990.79	\$1,249,424.62	\$2,026,752.22	\$34,851,036.25	\$33,342,792.87

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Railroad	Profit and loss—Balance		Grand total	
	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....			\$673,874,939.00	\$692,838,353.63
Burlingame-Goldfield Railroad.....			4,222,742.90	4,204,451.71
Central Pacific Railroad.....	\$378,670.12	\$371,454.94	264,332,890.03	308,642,689.88
Eureka-Nevada Railway.....				
Goldfield Consolidated M. & T. Co.....			1,932,139.27	1,242,012.92
Las Vegas and Tonopah Railroad.....			3,176,524.42	3,170,104.99
Nevada and California Railway.....	14,548.33	33,770.02	7,095,987.48	
Nevada-California-Oregon Railway.....			3,969,641.73	4,579,076.25
Nevada Central Railroad.....			1,516,536.69	1,524,374.07
Nevada Copper Belt Railroad.....	2,094.24	126,294.21	2,356,020.74	1,891,065.41
Nevada Northern Railroad.....			3,399,050.51	3,491,284.71
San Pedro, Los Angeles and Salt Lake Railroad.....			79,416,093.50	82,451,771.61
Silver Peak Railroad.....	2,985,292.69	4,084,748.69	202,442.04	205,537.61
Southern Pacific Company.....			611,227,960.87	629,379,389.73
Tonopah and Goldfield Railroad.....			4,392,308.76	4,627,490.56
Tonopah and Tidewater Railroad.....	187,248.43	276,729.30	5,241,892.60	5,381,186.66
Virginia and Truckee Railroad.....	372,436.66	378,071.46	5,002,293.55	5,000,000.00
Western Pacific Railroad.....		3,231,972.87	162,939,587.26	166,585,583.32
Totals.....	\$3,940,249.62	\$8,603,041.49	\$1,824,296,931.25	\$1,915,114,360.04

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Railroad	Total stock		Total mortgage, bonded and secured debt		Working liabilities	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$282,674,530.00	\$284,373,530.00	\$333,837,850.00	\$345,933,045.00	\$9,083,136.56	\$9,813,343.02
Bullfrog-Goldfield Railroad	2,000,000.00	2,000,000.00	1,573,000.00	1,556,000.00	346,494.23	348,088.21
Central Pacific Railroad	84,475,500.00	84,675,500.00	161,788,538.61	200,968,897.79	801,464.75	1,041,800.51
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	400,000.00	400,000.00			34,411.90	61,705.57
Las Vegas and Tonopah Railroad	1,500,000.00	1,500,000.00			1,649,156.63	1,642,766.10
Nevada and California Railroad	4,837,000.00		2,199,723.84			
Nevada-California-Oregon Railway	2,200,000.00	2,200,000.00	971,000.00	1,415,000.00	59,960.84	214,623.32
Nevada Central Railroad	750,000.00	750,000.00	750,000.00	750,000.00	1,816.91	1,733.75
Nevada Copper Belt Railroad	1,000,000.00	1,000,000.00	1,043,638.28	1,622,000.00	230,674.61	257,866.67
Nevada Northern Railroad	2,000,000.00	2,000,000.00	1,000,000.00	1,000,000.00	111,620.91	141,569.53
San Pedro, Los Angeles and Salt Lake Railroad	25,000,000.00	25,000,000.00	48,835,000.00	56,166,000.00	5,372,153.28	2,146,399.81
Silver Peak Railroad	200,000.00	200,000.00				
Southern Pacific Company	272,823,520.64	272,676,730.64	134,332,410.00	140,557,410.00	117,774,404.27	123,275,667.30
Tonopah and Goldfield Railroad	2,150,000.00	2,150,000.00	1,115,000.00	1,036,000.00	77,897.24	83,688.96
Tonopah and Tidewater Railroad	1,000,000.00	1,000,000.00	3,285,344.10	3,285,344.10	914,647.88	1,067,211.11
Virginia and Truckee Railroad	5,000,000.00	5,000,000.00				
Western Pacific Railroad	75,000,000.00	75,000,000.00	74,925,000.00	75,000,000.00	12,081,974.11	15,532,406.59
Totals	\$763,015,550.64	\$759,924,760.64	\$766,041,555.83	\$823,505,696.39	\$148,549,904.12	\$160,633,896.45

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Railroad	Accrued liabilities not due		Deferred credit items		Appropriated surplus	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$7,714,910.28	\$8,594,507.87	\$256,518.45	\$245,618.42	\$19,711,239.08	\$23,408,193.33
Bullfrog-Goldfield Railroad			3,349.87	363.50		
Central Pacific Railroad			1,010.81	228,600.27		
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	2,460.48	2,515.32				
Las Vegas and Tonopah Railroad	9,884.84	9,565.92				
Nevada and California Railway			19,482.95	17,772.97		
Nevada-California-Oregon Railway	28,288.33	8,325.87				
Nevada Central Railroad			7,769.13	8,355.67	231,523.92	459,511.47
Nevada Copper Belt Railroad	1,084.64	11,198.74	1,683.53	1,482.82	300,644.25	
Nevada Northern Railway	24,886.00	34,338.84	68,876.00			
San Pedro, Los Angeles and Salt Lake Railroad	95,050.04	18,189.94	112,840.18	132,181.86		
Silver Peak Railroad						
Southern Pacific Company	8,501,155.01	9,264,257.18	12,412,117.60	10,128,282.34	1,607,697.54	1,608,332.95
Tonopah and Goldfield Railroad	59,231.38	19,801.71	4,508.48	6,216.38		431,962.50
Tonopah and Tidewater Railroad	40,718.79	38,292.44	1,091.73	346.00		
Virginia and Truckee Railway					2,283.55	
Western Pacific Railway	883,203.13	998,822.04	49,410.02	59,354.69		
Totals	\$17,960,882.92	\$18,994,815.87	\$12,638,655.55	\$10,828,573.92	\$21,853,388.34	\$25,908,000.25

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Railroad	Profit and loss—Balance		Grand total	
	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$20,566,706.63	\$20,470,115.99	\$673,874,939.00	\$692,888,353.63
Bullfrog-Goldfield Railway			4,222,742.90	4,204,451.71
Central Pacific Railway	22,980,460.38	21,832,891.31	270,016,964.55	308,642,689.88
Eureka-Nevada Railway				
Goldfield Consolidated M. & T. Co.	1,486,266.89	777,792.03	1,932,139.27	1,242,012.92
Las Vegas and Tonopah Railroad			3,178,524.42	3,170,104.99
Nevada and California Railway	59,263.64		7,095,987.48	
Nevada-California-Oregon Railway	471,069.51	273,254.92	3,969,641.73	4,579,076.25
Nevada Central Railroad	13,036.25	21,157.50	1,516,536.69	1,524,374.07
Nevada Copper Belt Railroad			2,365,020.74	1,891,065.41
Nevada Northern Railway			3,389,050.51	3,491,284.71
San Pedro, Los Angeles and Salt Lake Railroad	262,543.60	315,336.34	79,415,083.50	82,451,771.61
Silver Peak Railroad	2,442.04	5,537.61	202,442.04	206,537.61
Southern Pacific Company	63,711,655.81	66,838,709.32	611,227,960.87	629,379,389.73
Tonopah and Goldfield Railroad	986,671.66	782,812.00	4,392,308.76	4,527,480.55
Tonopah and Tidewater Railroad			5,241,802.50	5,381,188.65
Virginia and Truckee Railway			5,002,283.55	5,000,000.00
Western Pacific Railway			162,939,587.26	166,585,583.32
Totals	\$110,508,196.41	\$111,318,607.02	\$1,899,968,015.77	\$1,915,114,350.04

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Railroad	General officers		Other officers		General office clerks		Station agents		Other station men		Enginemen	
	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*		\$17.73		\$7.51		\$2.57		\$2.35		\$1.99	\$4.13	\$6.06
Bullfrog-Goldfield Railroad	\$9.96	11.18	\$6.63	6.59	\$2.87	3.01	4.15	4.26	\$4.23		10.80	9.10
Central Pacific Railway												
Eureka-Nevada Railway												
Goldfield Consolidated M. & T. Co.	6.68	6.52		1.15								
Las Vegas and Tonopah Railroad	7.35	7.47	6.16	6.23	2.82	2.87	4.16	3.66	4.39	3.86	5.00	6.50
Nevada and California Railway											4.97	5.28
Nevada-California-Oregon Railway	11.62	7.72	5.44	5.54	3.01	3.02	2.41	2.88	2.14	1.92	4.07	4.77
Nevada Central Railroad	9.96	9.81			4.93	4.92	3.37	3.60		3.00	4.81	4.80
Nevada Copper Belt Railroad	2.46		5.24	4.07	1.76	2.86	3.17	3.25		2.76	4.27	4.26
Nevada Northern Railway	9.52	8.53	4.69	4.57	3.19	3.65	3.24	3.39	2.96	2.66	4.95	5.22
San Pedro, Los Angeles and Salt Lake Railroad	12.21	11.89	7.68	7.44	2.81	2.84	2.78	2.76	2.19	2.13	4.75	5.01
Silver Peak Railroad	1.65	1.64					5.34	5.11			6.09	5.82
Southern Pacific Company	21.13	17.96	9.74	8.93	2.66	2.66						
Tonopah and Goldfield Railroad	13.67	13.51	6.09	6.34	4.88	5.80	5.15	5.13	4.06	4.17	7.49	6.82
Tonopah and Tidewater Railroad	8.80	11.16	6.61	6.43	4.11	3.01	4.11	3.41			8.12	6.82
Virginia and Prudhoe Railway	9.65	10.56	4.11	4.00	3.74	3.01	2.96	2.90	2.08	2.13	5.00	5.00
Western Pacific Railway	24.79			7.38		3.25		2.71		2.45		6.06

*Atchison, Topeka and Santa Fe Railway figures for 1911 are for Nevada only; 1912 figures for system as a whole.

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Railroad	Firemen		Conductors		Other trainmen		Machinists		Carpenters		Other shopmen	
	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway*	\$2.67	\$3.78	\$4.54	\$5.86	\$3.44	\$3.54						\$2.54
Bullfrog-Goldfield Railroad	7.72	6.83	5.95	5.94	3.95	3.71		\$4.06		\$2.97	\$4.98	4.92
Central Pacific Railway												
Eureka-Nevada Railway												
Goldfield Consolidated M. & T. Co.												
Las Vegas and Tonopah Railroad	4.00	4.91	5.00		3.58	4.00	\$4.00		\$4.00		4.50	4.50
Nevada and California Railroad	3.20	3.27	4.63	4.98	3.31	3.64			3.51		2.80	3.13
Nevada-California-Oregon Railway												
Nevada Central Railroad	2.77	3.00	3.42	3.40	2.62	2.68	4.46	3.76	3.30	3.23	2.90	2.90
Nevada Copper Belt Railroad	3.00	2.95	4.15	4.21	4.00	4.00	4.30	4.27	4.12	4.03	2.93	2.92
Nevada Northern Railway	2.96	3.62	3.50	3.80	4.00	2.21	4.93	4.47	3.36	4.34	3.17	3.17
San Pedro, Los Angeles and Salt Lake Railroad	3.41	3.68	4.60	4.78	3.38	3.66	4.63	4.49	4.47	4.50	2.81	2.88
Silver Peak Railroad	3.10	3.12	4.59	4.80	3.23	3.36	3.35	3.56	2.57	2.51	2.27	2.42
Southern Pacific Company	4.52	4.49	4.77	2.93	4.00							
Tonopah and Goldfield Railroad	4.99	4.55	5.89	5.56	4.49	3.97	4.71	4.78	4.84	5.06	3.97	4.11
Tonopah and Tidewater Railroad	5.59	4.23	6.03	6.03	3.53	3.78		3.45		4.01		3.88
Virginia and Truckee Railway	3.50	3.50	4.00	3.99	3.31	3.21	4.71	4.82	4.21	4.21	3.35	3.35
Western Pacific Railway		3.89		5.09		3.58		4.29		3.41		2.50

*Atchison, Topeka and Santa Fe Railway figures for 1911 are for Nevada only; 1912 figures for system as a whole.

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Railroad	Section foremen		Other trackmen		Switch tenders, watchmen, etc		Telegraph operators and dispatchers		Employees' account floating equipment		All others	
	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway ^a	\$2.60	\$2.19	\$1.08	\$1.32							\$2.53	\$2.22
Bullfrog-Goldfield Railroad	3.02	3.06	2.05	2.00	2.39	\$1.46	\$3.95	\$3.07	\$3.09		3.72	3.88
Central Pacific Railway												
Eureka-Nevada Railway												
Goldfield Consolidated M. & T. Co.	4.00	4.00	3.50	3.50								
Las Vegas and Tonopah Railroad	2.48	2.40	1.62	1.65							2.46	1.88
Nevada-California-Oregon Railway	2.23	2.17	1.85	1.83	33		.65				2.39	2.66
Nevada Central Railroad	2.77	2.75	2.06	2.00	3.00		3.13	3.25			1.13	1.64
Nevada Copper Belt Railroad	2.50	3.02	2.30	2.28				3.20			1.80	1.32
Nevada Northern Railway	2.38	2.37	1.67	1.66			3.71	3.85			3.48	3.04
San Pedro, Los Angeles and Salt Lake Railroad	2.33	2.31	1.31	1.27	1.53	2.36	3.14	3.20			2.38	2.27
Silver Peak Railroad												
Southern Pacific Company	2.89	2.91	1.55	1.56			3.16	3.18				
Tonopah and Goldfield Railroad	3.36	3.37	2.10	2.07	3.45	3.49	5.83	4.16			3.26	2.97
Tonopah and Tidewater Railroad	3.06	3.28	1.76	1.75	2.36	2.31	2.96	4.36			3.35	3.57
Virginia and Truckee Railway	2.85	2.84	2.21	2.18	2.58	2.60	4.06	4.84			3.49	2.97
Western Pacific Railway		2.22		1.65		1.74		4.06	3.04			2.53

^aAtchison, Topeka and Santa Fe Railway figures for 1911 are for Nevada only; 1912 figures for system as a whole.

GENERAL STATISTICS

Railroad	Number of passengers carried earning revenue		Number of passengers carried one mile		Average distance carried	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	13,270,253	10,996,525	1,084,870,570	1,103,165,099	81.75	100.32
Bullfrog-Goldfield Railroad	7,295	5,741	435,543	344,554	59.70	60.02
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	7,387	5,904	787,180	711,015	106.56	120.43
Nevada and California Railroad						
Nevada-California-Oregon Railway	22,821	29,305	1,994,605	2,459,897	87.02	83.94
Nevada Central Railroad	3,367	2,629	231,916	215,695	86.69	82.38
Nevada Copper Belt Railroad	10,751	17,963	127,966	218,115	11.90	12.10
Nevada Northern Railway	273,574	281,332	4,725,432	5,014,134	17.27	17.82
San Pedro, Los Angeles and Salt Lake Railroad	1,612,011	1,604,862	132,764,564	138,968,720	82.56	86.60
Silver Peak Railroad	2,385	2,570	41,757	41,475	17.50	17.40
Southern Pacific Company	34,198,498	34,639,576	1,429,600,594	1,410,765,759	41.80	40.73
Tonopah and Goldfield Railroad	39,496	59,944	2,004,729	1,869,759	50.71	50.71
Tonopah and Tidewater Railroad	9,594	9,344	1,073,751	1,069,559	112.04	117.46
Virginia and Truckee Railroad	81,382	84,650	2,170,670	2,375,638	26.67	28.06
Western Pacific Railway		255,099		58,721,742		229.29
Totals	49,541,700	47,969,561	2,660,990,661	2,725,753,500		

GENERAL STATISTICS

Railroad	Average amount received from each passenger		Average receipts per passenger per mile		Passenger service train revenue per mile of road	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$1.71472	\$2.12238	\$0.02397	\$0.02116	\$3.796.97	\$3.722.58
Burlingame and Santa Fe Railway	3.25047	3.30632	.06511	.06512	377.59	309.91
Central Pacific Railway						
Central Nevada Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	5.50381	6.04137	.05185	.05016	257.04	234.96
Nevada and California Railway						
Nevada-California-Oregon Railway	4.98841	4.87672	.05317	.05809	755.90	738.19
Nevada-California-Pacific Railway	6.85365	6.57071	.07329	.07975	307.54	248.81
Nevada-Central Railway	1.05386	1.12911	.09329	.09218	451.02	489.70
Nevada-Copper Belt Railway	1.50389	1.48904	.09335	.07760	937.52	979.60
Nevada-Northern Railway	1.72741	1.87553	.09097	.02187	2,840.86	8,071.38
San Pedro Lee, Angeles and Salt Lake Railroad	1.72082	1.74093	.09890	.09947	235.88	295.91
Silver Peak Railroad						
Southern Pacific Company	99178	90901	.02229	.02217	5,805.39	5,659.53
Tonopah and Goldfield Railroad	2.90673	2.90673	.05443	.05514	1,209.26	1,209.26
Tonopah and Tidewater Railroad	5.87553	5.97730	.05049	.05072	1,337.83	316.23
Virginia and Truckee Railroad	5.65889	1.01258	.05049	.03608	403.68	1,492.36
Western Pacific Railway	1.12101	4.48868	.04203	.01941	1,566.79	1,335.53

GENERAL STATISTICS

Railroad	Passenger service train revenue per train mile		Number of tons of freight carried earning revenue		Number of tons of freight carried one mile	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	\$1.54384	\$1.50590	16,389,385	17,378,083	5,621,044,461	5,627,903,213
Central Pacific Railway	.68821	.65620	17,062	19,357	1,231,050	1,402,736
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	.37038	.38127	322,717	364,226	806,792	910,565
Nevada and California Railway						
Nevada-California-Oregon Railway	1.27905	1.23571	42,024	43,905	4,624,431	4,957,161
Nevada Central Railroad	.58310	.60480	11,191	6,340	922,330	523,770
Nevada Copper Belt Railroad	2.88160	.49761	8,868	149,477	134,332	4,765,970
Nevada Northern Railway	.84306	1.37768	3,260,796	3,476,466	97,733,534	100,760,535
San Pedro, Los Angeles and Salt Lake Railroad	1.33156	1.35076	2,456,693	2,779,463	406,106,676	438,624,725
Silver Peak Railroad	1.31746	1.70977	2,690	1,767	1,011,171	1,481,772
Southern Pacific Company	1.81746	1.70977	18,382,970	19,619,350	4,081,016,046	4,326,466,045
Tonopah and Goldfield Railroad	1.89382	1.77618	382,957	380,735	12,433,088	10,499,093
Tonopah and Prater Railroad	.59218	.53847	57,057	62,994	6,572,056	6,432,478
Virginia and Truckee Railway	.97346	.88350	109,313	1,000,211	4,155,953	4,418,708
Western Pacific Railway						
Totals			41,247,352	45,384,505	10,240,111,916	11,021,427,175

GENERAL STATISTICS.

Railroad	Average distance haul of one ton		Average amount received for each ton		Average receipts per ton per mile	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	842.97	323.85	\$3.60197	\$3.39030	\$0.01060	\$0.01047
Bullfrog-Goldfield Railroad	72.16	72.47	3.94076	3.78043	.05462	.05217
Central Pacific Railway						
Eureka-Nevada Railway	2.50	2.50	.25000	.25000	.10000	.10000
Goldfield Consolidated M. & T. Co.	151.44	156.56	4.51217	4.56231	.02979	.02914
Las Vegas and Tonopah Railway						
Nevada and California Railway						
Nevada-California-Oregon Railway	110.04	112.91	4.62183	4.80039	.04292	.04232
Nevada Central Railroad	82.41	83.40	4.83301	6.56636	.06864	.06782
Nevada Copper Belt Railroad	16.25	27.87	2.09761	.69757	.13347	.02503
Nevada Northern Railway	129.97	23.96	2.38468	.88427	.01328	.01328
San Pedro, Los Angeles and Salt Lake Railroad	166.71	169.44	2.10864	2.00633	.01265	.01265
Silver Peak Railroad	17.90	17.60	2.49932	3.44235	.19597	.19597
Southern Pacific Company	224.48	227.52	2.40845	2.68860	.01924	.01924
Tonopah and Goldfield Railroad	83.53	156.38	1.63947	4.08360	.02772	.04382
Tonopah and Tidewater Railroad	117.08	156.38	4.92907	1.82339	.03612	.03432
Virginia and Truckee Railway	38.01	40.88	1.77383	1.91373	.04665	.04586
Western Pacific Railway		489.08		3.89459		.06804

GENERAL STATISTICS

Railroad	Freight revenue per mile of road		Freight revenue per train mile		Operating revenue per mile of road	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$7,823.74	\$7,488.22	\$3,342.08	\$3,417.42	\$11,816.86	\$11,420.58
Burlingame-Goldfield Railroad	809.99	881.55	1,114.97	1,579.81	1,200.80	1,206.64
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	20,373.54	22,983.98	.66789	1.16359	20,373.54	22,983.98
Nevada and California Railroad	463.51	717.08			738.57	970.51
Nevada-California-Oregon Railway						
Nevada Central Railroad	1,056.16	989.51	1.70600	1.55500	1,842.11	1,778.32
Nevada Copper Belt Railroad	579.70	384.36	1.85233	1.22804	906.90	640.78
Nevada Northern Railway	645.80	2,512.56	3.4683	3.25562	1,168.97	3,160.01
San Pedro, Los Angeles and Salt Lake Railroad	7,794.09	8,092.36	6.13982	6.89376	8,892.69	9,146.24
Silver Peak Railroad	4,646.59	4,938.96	3.55681	3.90727	7,616.32	8,163.91
Southern Pacific Company	537.83	548.22	8.15044	9.1983	847.65	848.77
Tonopah and Goldfield Railroad	8,421.15	8,393.12	5.42582	5.19654	14,492.31	14,333.31
Tonopah and Tidewater Railroad	5,708.31	5,591.17	8.77511	8.93917	7,142.00	6,887.44
Virginia and Truckee Railroad	1,334.35	1,259.31	1.56252	2.01411	1,755.18	1,611.23
Western Pacific Railway	2,873.48	3,069.06	3.37189	3.66180	4,455.07	4,593.54
		4,200.16		2.70418		5,611.86

GENERAL STATISTICS

Railroad	Operating revenue per train mile		Operating expenses per mile of road		Operating expenses per train mile	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$2,58433	\$2,57435	\$7,506.12	\$7,329.29	\$1,64158	\$1,65212
Bullfrog-Goldfield Railroad	1,65294	2,16172	1,591.18	1,197.06	2,19031	2,14455
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company						
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railroad						
Western Pacific Railway						
	2,58781	2,29840	1,320.54	1,204.03	2,10600	1,55480
	1,64003	1,55240	512.38	505.82	1,64004	1,22552
	6,52086	1,67751	1,180.19	1,931.08	6,47199	1,02509
	3,72531	3,90632	4,177.54	4,304.95	1,75028	1,83863
	2,29486	2,56572	5,925.76	6,482.78	1,77768	2,03739
	1,32444	1,23368	782.73	891.98	1,22302	1,29648
	3,13584	2,97179	8,332.43	8,242.06	1,80297	1,70868
	5,64199	6,57959	5,077.71	4,172.86	4,01127	3,96586
	2,04217	2,57637	1,233.59	1,091.12	1,50510	1,74512
	2,57016	2,49010	3,063.61	3,242.25	1,77485	1,76768
		1,62716		4,514.07		1,46973
					1,31676	1,48763

GENERAL STATISTICS

Railroad	Average operating revenue or deficit per mile of road		Average number of passen- gers per car mile		Average number of passen- gers per train mile	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$4,310.74	\$4,091.29	15	14	58	57
Bullfrog-Goldfield Railroad	<i>486.33</i>	9.58	3	7	3	7
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company						
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway						

Italic figures denote deficit.

GENERAL STATISTICS

Railroad	Average number of passenger cars per train mile		Average number of tons of freight per loaded car mile		Average number of tons of freight per train mile	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	6.05	6.09	14.53	14.62	318.22	326.44
Bullfinch-Goldfield Railroad	2.96	1.79	10.99	12.84	20.41	30.27
Central Pacific Railroad						
Elko-Nevada Railway						
Goldfield Consolidated M. & T. Co.	1.61	1.00	17.14	19.10	22.42	39.92
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-Central Railroad	2.10	2.44	7.98	7.88	40.59	35.57
Nevada Copper Belt Railroad	1.04	1.02	7.36	6.53	31.59	18.10
Nevada Northern Railroad	1.00	1.00	8.28	32.24	25.04	130.00
San Pedro, Los Angeles and Salt Lake Railroad	2.52	2.47	42.76	44.38	466.41	619.91
Silver Peak Railroad	5.94	6.34	16.59	17.53	231.87	310.47
Southern Pacific Company	1.00	1.00	23.60	25.81	40.76	30.39
Tonopah and Goldfield Railroad	6.31	6.08	16.53	17.01	424.99	430.11
Tonopah and Tidewater Railroad	4.34	3.22	23.72	21.79	173.01	152.03
Virginia and Truckee Railroad	3.03	2.80	17.26	17.01	42.97	58.68
Western Pacific Railway	2.15	2.19	17.34	19.66	72.26	78.12
		6.48		16.48		386.11

GENERAL STATISTICS

Railroad	Average number of freight cars per train mile		Average number of loaded cars per train mile		Average number of empty cars per train mile		Average mileage operated during year	
	1911	1912	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	31.06	31.36	21.90	22.32	8.21	8.09	7,645.51	7,887.93
Bullfrog-Goldfield Railroad	3.03	4.11	1.96	2.45	1.05	1.66	83.01	83.01
Central Pacific Railway								
Eureka-Nevada Railway								
Goldfield Consolidated M. & T. Co.								
Las Vegas and Tonopah Railroad								
Nevada and California Railway	2.01	3.39	1.31	2.08	.70	1.30	3.96	3.96
Nevada-California-Oregon Railway							199.47	200.46
Nevada Central Railroad	8.01	7.29	5.07	4.64	2.89	2.41	184.01	217.39
Nevada Copper Belt Railroad	6.98	4.68	4.29	2.76	2.69	1.91	93.30	93.30
Nevada Northern Railway	5.35	8.24	3.03	4.03	1.32	2.92	20.23	41.50
San Pedro, Los Angeles and Salt Lake Railroad	21.50	23.12	10.91	11.71	9.64	10.45	165.08	165.08
Silver Peak Railroad	24.62	25.65	16.99	17.71	6.70	7.00	1,105.94	1,117.66
Southern Pacific Company	3.06	2.13	1.73	1.17	1.33	.96	17.50	17.50
Tonopah and Goldfield Railroad	36.61	36.23	25.70	25.29	9.95	9.98	6,177.07	6,220.31
Tonopah and Tidewater Railroad	12.49	11.87	7.30	6.98	4.29	4.30	110.47	110.41
Virginia and Truckee Railway	3.63	4.84	2.49	3.45	1.96	1.39	180.85	180.85
Western Pacific Railway	6.00	5.74	4.06	3.97	1.85	1.64	67.48	67.48
Totals		29.55		30.40		8.15	15,965.43	17,323.88

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Grain		Flour		Other mill products	
	1911	1912	1911	1912	1911	1912
Archison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway	1,294,722	1,215,280	488,098	452,481	202,328	241,968
Central Nevada Railway			280	202	645	182
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	293	274	79	47		
Nevada and California Railway						
Nevada-California-Oregon Railway	767	1,695	215	248		110
Nevada Central Railroad	186	175	175	175	474	
Nevada Copper Belt Railroad	26	32	2	108		4
Nevada Northern Railway	1,512	873	1,310	1,308		18
San Pedro, Los Angeles and Salt Lake Railroad	45,798	60,859	14,392	17,077	18,063	25,821
Silver Peak Railroad	60	22	50	29	6	3
Southern Pacific Company	806,450	739,709	100,758	100,730	247,534	283,547
Tonopah and Goldfield Railroad	1,671	1,790	931	1,003		96
Tonopah and Tidewater Railroad			289	285	773	218
Virginia and Truckee Railway	1,353	1,524	385	470	36	38
Western Pacific Railway		64,192		4,649		6,740
Totals	2,152,945	2,086,374	607,942	578,780	469,870	558,210

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Hay		Tobacco		Cotton	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	355,409	430,811			32,813	40,976
Burlington Railroad		66				
Central Pacific Railroad						
Central Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	303	204				
Nevada-California-Oregon Railway						
Nevada-California Railroad	1,421	257				
Nevada Copper Belt Railroad	1,238	204				
Nevada Northern Railway	26	22				
San Pedro, Los Angeles and Salt Lake Railroad	673	478				
Silver Peak Railroad	17,876	19,146	218	181		
Southern Pacific Company	431,414	488,010				
Tonopah and Goldfield Railroad	3,384	3,115	9,131	8,705	22,665	36,248
Tonopah and Tidewater Railroad	273	176				
Virginia and Truckee Railway	5,236	4,788				
Western Pacific Railroad		9,851		1,691		11,131
Totals	816,262	967,147	9,349	10,577	55,478	88,355

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Fruit and vegetables		Other products of agriculture		Total products of agriculture	
	1911	1912	1911	1912	1911	1912
Atchafson, Tonopah and Santa Fe Railway	1,067,902	1,030,662	188,013	234,909	3,631,285	3,647,087
Bullfrog-Goldfield Railway	1,043	582			1,967	1,002
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railway		1,779	1,000		1,675	2,304
Nevada and California Railway	691	582	339	105	3,907	2,992
Nevada Central Railway	14				613	501
Nevada Copper Belt Railway	3,048	4,594			3,102	4,762
Nevada Northern Railway	969	1,258			4,483	4,084
San Pedro, Los Angeles and Salt Lake Railroad	136,513	153,505	3,591	6,147	236,439	282,236
Silver Peak Railroad	24	63	28		170	128
Southern Pacific Company	1,877,286	2,049,953	89,165	98,136	3,584,401	3,805,043
Tonopah and Goldfield Railroad	2,209	2,753		24	8,195	8,780
Tonopah and Tidewater Railroad	1,128	603			2,462	1,281
Virginia and Truckee Railway	556	729	16	33	7,592	7,592
Western Pacific Railway		80,018		9,728	7,592	188,000
Totals	3,091,873	3,827,096	283,152	349,183	7,486,271	7,955,722

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Live stock		Dressed meats		Other packing-house products	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	999,823	950,244	57,378	63,044	59,499	57,042
Bullfrog-Goldfield Railroad	12	12				17
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	348	215				
Nevada and California Railway						
Nevada-California-Oregon Railway	16,711	12,393	32	15	153	50
Nevada Central Railroad	3,735	2,076				
Nevada Copper Belt Railroad	215	755				
Nevada Northern Railway	4,065	3,283				
San Pedro, Los Angeles and Salt Lake Railroad	31,860	33,791				
Silver Peak Railroad			122	10	54	15
Southern Pacific Company	413,242	401,259	28	61	1,975	3,862
Tonopah and Goldfield Railroad	599	478	23,753	24,291	35,025	20
Tonopah and Tidewater Railroad			671	687	258	38,892
Virginia and Truckee Railway						17
Western Pacific Railway	7,953	7,529				
		33,876		278		5,807
Totals	1,478,571	1,445,911	81,982	88,387	96,981	105,977

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Poultry, game and fish		Hides and leather		Wool	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	10,655	10,936	10,680	13,684	15,667	16,883
Bullfrog-Goldfield Railroad						
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway	20	13	129	80	1,017	1,236
Nevada-California-Oregon Railway					139	222
Nevada Central Railroad					62	79
Nevada Copper Belt Railroad					385	395
Nevada Northern Railway	1,771	1,926	1,718	2,229	5,578	5,630
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company	25,131	20,847	18,327	18,163	16,733	12,623
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway		4,260			407	281
Totals	37,577	38,092	30,917	35,743	39,968	39,572

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Other products of animals		Total products of animals		Anthracite coal	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	168,771	177,135	1,822,473	1,288,768	80,797	86,680
Bullfrog-Goldfield Railroad				29		
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.		8	348	223		
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway						
Nevada-Central Railroad	145	125	18,207	13,862		
Nevada Copper Belt Railroad			3,874	2,296		
Nevada Northern Railway			278	849		
San Pedro, Los Angeles and Salt Lake Railroad			4,686	3,922	1,166	
Silver Peak Railroad	28,060	153	71,074	73,410	43	162
Southern Pacific Company	32	25,902	76	99		
Tonopah and Goldfield Railroad	144,522	142,454	676,793	688,664	2,880	1,341
Tonopah and Tidewater Railroad	70	99	1,598	1,469		
Virginia and Truckee Railway				17		38
Western Pacific Railway		4,267	8,860	7,790		1,409
Totals	341,650	350,201	2,107,666	2,108,868	34,926	89,580

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Bituminous coal		Coke		Ores	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	2,341,302	2,667,975	223,987	185,160	379,626	863,443
Bullfrog-Goldfield Railway	980	2,753	119		2,901	267
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railroad	4,974	5,104	24	248	322,717	364,226
Nevada Copper Belt Railroad	133	146			1,751	7,905
Nevada Northern Railroad	2,521	822			1	
San Pedro, Los Angeles and Salt Lake Railroad	205,263	1,847			750	344
Silver Peak Railroad	195,566	140,723			54	101,306
Southern Pacific Company	329,428	243,352	429	599	2,902,789	3,124,897
Tonopah and Goldfield Railroad	9,348	23,436	2,673	12,652	364,664	459,875
Tonopah and Tidewater Railroad	1,186	290,145	119,302	45	24	20
Virginia and Truckee Railway	5,142	8,829	718	96,607	418,110	527,663
Western Pacific Railway	4,341	2,962	120	529	317,598	308,527
		46	25	19	11,706	5,056
		170,931		2,554	2,432	1,890
Totals	3,096,188	3,540,657	847,410	297,478	4,725,123	5,766,018

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Stone, sand, etc.		Other products of mines		Total products of mines	
	1911	1912	1911	1912	1911	1912
Achison, Topeka and Santa Fe Railway.....	1,221,001	1,307,111	1,134,533	1,129,566	5,331,136	6,189,835
Burlington Railroad.....	506	710	2,172	2,683	6,628	6,432
Central Pacific Railway.....						
Great Northern Railway.....						
Golden State Railway.....						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad.....	21	248	15	50	322,717	364,226
Nevada-California-Oregon Railway.....					6,785	13,556
Nevada Central Railroad.....	233	568	383	996	750	1,710
Nevada Copper Belt Railroad.....		5,493		23,832	3,271	1,168
Nevada Northern Railway.....	48,044	54,342	33,732	32,664	3,191,423	132,028
San Pedro, Los Angeles and Salt Lake Railroad.....	533,237	558,213	116,162	93,031	1,212,345	3,353,215
Silver Peak Railroad.....					1,367,285	1,367,285
Southern Pacific Company.....	2,858,889	3,510,113	1,687,114	1,759,331	6,011,601	6,011,601
Tonopah and Goldfield Railroad.....	704	3,095	127	368	5,415,223	6,184,250
Tonopah and Tidewater Railroad.....	502	711	24,616	27,924	328,495	321,348
Virginia and Truckee Railway.....	720	1,126	39,973	39,971	38,130	32,205
Western Pacific Railway.....		86,659		6,682	47,491	51,379
Totals.....	4,663,857	5,528,389	3,038,827	3,117,188	15,905,731	18,289,260

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Lumber		Other forest products		Total forest products	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	915,780	942,616	637,480	460,141	1,553,270	1,392,757
Bullfrog-Goldfield Railroad	954	1,298		45	954	1,338
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada and California Railway	1,423	5,778	776	512	2,199	6,290
Nevada-California-Oregon Railway	4,458	9,008	2,048	314	6,504	9,322
Nevada Central Railroad	886	450	216	107	1,102	557
Nevada Copper Belt Railroad	1,874	4,548	318	319	2,192	4,867
Nevada Northern Railway	10,016	11,705			10,016	11,705
San Pedro, Los Angeles and Salt Lake Railroad	410,372	464,645	1,755	2,329	412,127	467,974
Silver Peak Railroad			188	66	181	890
Southern Pacific Company						
Tonopah and Goldfield Railroad	2,775,216	2,997,697	380,844	408,132	3,155,260	3,395,829
Tonopah and Tidewater Railroad	15,374	16,377	848	1,033	16,222	17,410
Virginia and Truckee Railroad	1,372	9,371	80	836	1,452	10,206
Western Pacific Railway	9,385	121,074	9,286	6,717	18,671	127,791
Totals	4,147,721	4,478,836	1,033,277	890,125	5,180,998	5,368,461

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Petroleum and other oils		Sugar		Naval stores	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	312,443	372,554	90,955	90,245		
Burlingame-Goldfield Railroad	240	180	17			
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	5,182	8,687	18	87		
Nevada and California Railway						
Nevada-California-Oregon Railway	753	1,731	700	451		
Nevada Central Railroad	137	137	67	54		
Nevada Copper Belt Railroad	38	422	2		41	
Nevada Northern Railway	12,211	64,486	293	296		
San Pedro, Los Angeles and Salt Lake Railroad	24,280	25,082	25,189	36,017	16	27
Silver Peak Railroad	78	101	25	19		
Southern Pacific Company	198,808	233,827	269,874	264,217	122	574
Tonopah and Goldfield Railroad	5,452	6,962	484	365		
Tonopah and Tidewater Railroad	337	221	17			
Virginia and Truckee Railroad	7,018	7,725	276	183		
Western Pacific Railway		39,534		30,874		32
Totals	561,977	756,599	387,918	422,758	179	633

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Iron, pig and bloom		Iron and steel rails		Other castings and machinery	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	26,586	36,859	67,940	53,020	299,672	313,257
Bullfrog-Goldfield Railroad			100	65	361	2,070
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad			1,681	2,287	255	572
Nevada Northern Railway	72		31	11	655	363
San Pedro, Los Angeles and Salt Lake Railroad	544		1,280	1,286	225	115
Silver Peak Railroad	6,465	7,612	37,533	8,571	178	284
Southern Pacific Company			53	21	1,039	1,339
Tonopah and Goldfield Railroad	46,425	60,134	83,390	103,329	36,914	44,133
Tonopah and Tidewater Railroad			402	369	274	99
Virginia and Truckee Railway			124	92	398,836	344,067
Western Pacific Railway			18	77	1,709	2,846
		3,508			748	2,080
Totals	80,092	108,448	192,562	179,829	741,281	767,387

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Bar and sheet metal		Cement, brick and lime		Agricultural implements	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	102,915	135,696	1,257,812	1,271,218	58,592	54,273
Bullfrog-Goldfield Railroad		155	1,718	3,245		
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad		167	226	440		
Nevada and California Railway						
Nevada-California-Oregon Railway						
Nevada Central Railway	141	86	1,234	1,114	310	319
Nevada Copper Belt Railroad		283	189	1,129		27
Nevada Northern Railway		1,138	168	1,237	16	
San Pedro, Los Angeles and Salt Lake Railroad	273	18,405	10,562	4,061		42
Silver Peak Railroad	41	61	156,720	186,727	948	1,689
Southern Pacific Company	93,441	93,400	415	463	2	
Tonopah and Goldfield Railroad	197	498	1,362,847	1,417,168	19,897	28,065
Tonopah and Tidewater Railroad	96	155	3,129	3,666		
Virginia and Truckee Railway	124	83	1,590	3,245		13
Western Pacific Railway		18,907	1,213	1,162	76	2,974
Totals	214,790	268,926	2,807,823	2,918,162	79,840	87,422

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Wagons, carriages, tools, etc.		Wines, liquors and beers		Household goods and furniture	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	48,587	46,885	108,191	108,388	129,472	111,760
Bullfrog-Goldfield Railroad	22		443	489	58	97
Central Pacific Railway						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad			711	584	15	27
Nevada and California Railroad						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad	358	291			567	424
Nevada Northern Railway			764	555		
San Pedro, Los Angeles and Salt Lake Railroad	179	14	17	46	76	87
Silver Peak Railroad	4,402	4,986	1,928	2,600	10	7
Southern Pacific Company	2	1	11,704	11,960	7,592	8,554
Tonopah and Goldfield Railroad	18,845	29,769	98	101	12	16
Tonopah and Tidewater Railroad	104	19	259,093	254,994	37,613	46,879
Virginia and Truckee Railroad	22		1,431	2,088	25	16
Western Pacific Railway	90	11	443	501	68	28
		4,871	257	189	100	11,720
Totals	67,981	86,807	384,550	408,190	175,520	179,180

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Other manufactures		Total manufactures		Merchandise	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	683,875	747,782	3,202,291	3,341,841	1,172,983	1,221,668
Bullfrog-Goldfield Railway	2,548	2,209	5,505	8,510	1,842	1,801
Central Pacific Railway						
Evarts-Nevada Railway						
Goldfield Consolidated M. and T. Co.						
Las Vegas and Tonopah Railway	15	749	6,407	6,280	1,655	1,639
Nevada and California Railway						
Nevada-California-Oregon Railway	1,337	2,188	8,500	9,789	3,329	5,616
Nevada Central Railway			715	507	1,215	899
Nevada Copper Belt Railway		96	627	2,623	1,925	3,150
Nevada Northern Railway		5,157	27,719	79,786	8,653	9,084
San Pedro, Los Angeles and Salt Lake Railroad	38,590	47,308	367,825	401,164	96,017	125,902
Silver Peak Railroad		280	1,000	1,145	218	122
Southern Pacific Company	480,094	537,055	3,264,218	3,412,044	1,663,972	1,726,062
Tonopah and Goldfield Railroad	2,621	2,960	15,604	19,677	8,976	7,960
Tonopah and Tidewater Railroad	2,886	2,290	5,998	8,664	2,702	2,587
Virginia and Truckee Railway	5,783	1,414	15,702	11,527	10,339	11,149
Western Pacific Railway		61,591		275,971		74,579
Totals	1,227,747	1,411,088	6,922,111	7,579,468	2,973,806	3,182,208

TONNAGE STATISTICS
TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Railroad	Miscellaneous		Total tonnage—Entire line	
	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....	175,967	386,077	16,389,335	17,378,033
Burlington-Goldfield Railroad.....	176	246	17,062	19,357
Central Pacific Railway.....				
Eureka-Nevada Railway.....				
Goldfield Consolidated M. & T. Co.....				
Las Vegas and Tonopah Railroad.....				
Nevada and California Railway.....	1,518	1,233	322,717	364,226
Nevada-California-Oregon Railway.....			20,557	31,504
Nevada Central Railroad.....	827	114	42,024	43,905
Nevada Copper Belt Railroad.....	401	382	11,191	6,340
Nevada Northern Railroad.....	38	1,396	8,868	149,477
San Pedro, Los Angeles and Salt Lake Railroad.....	13,916	14,709	3,260,796	3,476,405
Silver Peak Railroad.....	40,206	33,492	2,436,063	2,761,063
Southern Pacific Company.....	295	402	2,690	2,787
Tonopah and Goldfield Railroad.....	422,343	437,438	18,182,810	19,619,320
Tonopah and Tidewater Railroad.....	3,167	2,076	382,257	380,735
Virginia and Truckee Railroad.....	6,263	6,065	57,057	52,924
Western Pacific Railway.....	1,160	630	109,313	108,218
Totals.....	666,267	11,262	41,242,820	45,384,505

**TAXES ON REAL AND PERSONAL PROPERTY OF RAILROADS OPERATING IN NEVADA, CALIFORNIA,
UTAH, AND OREGON**

COVERING PROPERTY USED IN OPERATION ONLY

Railroad	Nevada			California		Utah		Oregon	
	1911	1912		1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway.....	\$1,051.85	\$830.12		\$629,427.20	\$720,336.02	\$3.91	\$3.97	\$6.15	\$5.92
Burlington Railroad.....	10,562.38	7,869.51							
Central Pacific Railway.....	360,679.31	351,610.38		646,467.72	908,507.09	123,406.82	124,201.84	5,046.74	18,784.32
Elmore-Nevada Railway.....									
Goldfield Consolidated M. & T. Co.	4,931.08	4,344.02							
Las Vegas and Tonopah Railroad.....	28,653.76	19,100.36			225.00		50.00		
Nevada and California Railway.....	52,272.56	54,120.35		17,082.29	10,812.89				
Nevada-California Oregon Railway.....	3,367.39	4,150.82		17,142.91	12,818.73				
Nevada Central Railroad.....	3,367.50	3,153.06							
Nevada Copper Belt Railroad.....	1,094.60	9,198.00							
Nevada Northern Railway.....	43,523.09	62,506.10							
San Pedro, Los Angeles and Salt Lake Railroad.....	67,404.81	76,065.21		89,612.77	83,873.76	130,273.56	139,847.96		
Silver Peak Railroad.....		887.11							
Southern Pacific Company.....				364.90	16,149.11		6.17		44.29
Tonopah and Goldfield Railroad.....	27,662.25	28,420.77							
Tonopah and Tidewater Railroad.....	5,066.43	3,754.08		14,225.44	13,505.48				
Virginia and Truckee Railway.....	19,488.45	23,633.42							
Western Pacific Railway.....		74,101.23			74,280.04		34,229.11		
Totals.....	\$616,265.29	\$719,330.46		\$1,414,319.71	\$1,840,609.90	\$253,390.44	\$298,339.05	\$5,062.89	\$18,784.53

TOTAL TAXES PAID IN VARIOUS STATES

Railroad	Nevada		California		Utah	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$1,051.85	\$830.12	\$689,790.46	\$731,553.92	\$3.91	\$3.97
Bullfrog-Goldfield Railroad	10,962.33	7,959.51				
Central Pacific Railroad	417,584.36	464,178.17	777,910.90	1,069,431.10	129,272.14	129,587.97
Eureka Nevada Railway						
Goldfield Consolidated M. & T. Co.	4,921.08	4,244.02				
Las Vegas and Tonopah Railroad	23,729.75	19,100.29	50.00	225.00	218.22	50.00
Nevada and California Railway	52,272.56	54,920.35	17,332.29	10,979.36		
Nevada-California-Oregon Railway	3,397.39	4,150.32	17,342.91	14,082.12		
Nevada Central Railroad	4,207.50	3,953.05				
Nevada Copper Belt Railroad	1,094.64	3,195.00				
Nevada Northern Railway	58,908.36	62,505.10				
San Pedro, Los Angeles and Salt Lake Railroad	67,404.81	76,065.21	91,012.77	84,123.76	130,323.56	139,897.96
Silver Peak Railroad	833.80	837.11				
Southern Pacific Company			113,741.87	16,399.11		6.17
Tonopah and Goldfield Railroad	27,662.25	29,420.77				
Tonopah and Tidewater Railroad	5,096.43	3,764.08				
Virginia and Truckee Railroad	19,498.45	23,693.42	14,825.44	13,605.48		
Western Pacific Railroad		74,101.23		76,340.53		34,792.08
Totals	\$698,555.61	\$831,896.25	\$1,671,507.50	\$2,016,772.26	\$259,817.83	\$304,838.16

TOTAL TAXES PAID IN VARIOUS STATES

Railroad	Oregon		Various		Total taxes paid	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$6.15	\$5.32	\$2,235,143.46	\$2,323,645.47	\$2,925,986.83	\$3,556,069.40
Bullfrog-Goldfield Railway					10,925.20	7,969.61
Central Pacific Railway	5,246.74	18,934.32	68,620.00	60,245.87	1,386,634.14	1,742,377.43
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.			22,163.25	28,497.29	27,084.33	32,741.31
Las Vegas and Tonopah Railway					23,997.97	19,376.29
Nevada and California Railway			1,803.60		71,408.45	66,899.71
Nevada-California-Oregon Railway		411.65	1,118.68	198.71	21,858.98	18,841.30
Nevada Central Railway				64.19	4,207.50	4,017.24
Nevada Copper Belt Railway			50.00		1,144.64	8,245.00
Nevada Northern Railway				5,980.01	68,908.36	68,366.11
San Pedro, Los Angeles and Salt Lake Railroad					288,741.14	300,096.93
Silver Peak Railroad				10.00	833.80	897.11
Southern Pacific Company	297.68	244.29	68,302.54	177,168.68	182,044.41	198,816.16
Tonopah and Goldfield Railroad			1,620.00	1,690.00	29,283.11	29,962.66
Tonopah and Tidewater Railroad			2,446.81	1,265.02	21,838.68	18,624.58
Virginia and Truckee Railway			742.47	720.08	20,230.92	24,353.45
Western Pacific Railway						186,233.84
Totals	\$4,965.21	\$19,596.18	\$2,451,973.11	\$3,099,231.17	\$5,067,174.64	\$6,251,896.01

Italic figures denote taxes refunded.

TAXES PAID IN VARIOUS STATES

Railroad and State	1911	1912	Railroad and State	1911	1912
ATCHISON, TOPEKA AND SANTA FE RAILWAY—			NEVADA-CALIFORNIA-OREGON RAILWAY—		
Illinois.....	\$181,716.89	\$197,497.65	United States Government.....	\$1,118.68	\$196.71
Iowa.....	17,218.63	20,192.83	NEVADA CENTRAL RAILROAD—		
Missouri.....	98,088.06	123,583.65	United States Government.....		\$64.19
Kansas.....	970,170.94	1,280,388.43	NEVADA COPPER BELT RAILROAD—		
Oklahoma.....	336,890.29	413,903.19	United States Government.....	\$50.00	\$50.00
Nebraska.....	232.65	267.47	NEVADA NORTHERN RAILWAY—		
Colorado.....	193,916.68	179,659.87	United States Government.....		\$5,860.01
Texas.....	202,767.84	312,505.83	SOUTHERN PACIFIC COMPANY—		
New Mexico.....	4,563.91	100,511.73	Kentucky.....	\$43,387.78	\$152,097.35
Arizona.....	72,509.01	174.17	New York.....	1,757.90	1,880.00
New York.....	171.59	4.49	Arizona.....	15.00	15.00
Georgia.....	4.43	2.90	United States Government.....	23,156.86	23,224.23
Ohio.....	2.85	15.11	SILVER PEAK RAILROAD—		
Canada.....	14.89	10.36	United States Government.....		\$10.00
Michigan.....		194,927.79	TONOPAH AND GOLDFIELD RAILROAD—		
United States Government.....	206,934.80		Pennsylvania.....	\$1,620.00	\$1,560.00
CENTRAL PACIFIC RAILWAY—			TONOPAH AND TIDEWATER RAILROAD—		
Idaho.....	\$37.70	\$7.92	New Jersey.....	\$1,000.00	\$1,000.00
United States Government.....	68,582.30	60,237.95	United States Government.....	1,446.81	266.02
GOLDFIELD CONSOLIDATED M. & T. Co.—			VIRGINIA AND TRUCKEE RAILWAY—		
United States Government.....	\$22,163.25	\$28,497.29	United States Government.....	\$742.47	\$720.03
NEVADA AND CALIFORNIA RAILWAY—					
United States Government.....	\$1,803.60				

CONSUMPTION OF FUEL BY LOCOMOTIVES

Railroad	Coal—Tons		Wood—Cords		Fuel oil—Gallons		Total fuel consumed—Tons	
	1911	1912	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway		2,243,386		5,242		225,080,348		3,686,036
Bullfrog-Goldfield Railroad					439,982	334,877	3,620	2,679
Central Pacific Railroad								
Eureka-Nevada Railway					140,876	155,472	546	602
Goldfield Consolidated M. & T. Co.					936,608	1,000,244	5,575	5,954
Las Vegas and Tonopah Railroad								
Nevada and California Railway					130,673	1,145,448	488	6,819
Nevada-California-Oregon Railway	788	745			*1,810	*688	794	745
Nevada Central Railroad					108,079	534,042	417	2,053
Nevada Copper Belt Railroad		36,069					31,058	36,069
San Pedro, Los Angeles and Salt Lake Railroad		102,898			48,170,031	53,125,801	374,282	411,216
Silver Peak Railroad		71					59	71
Southern Pacific Company	198,613	179,494	163	169	397,329,114	426,047,196	2,563,648	2,715,574
Tonopah and Goldfield Railroad					2,325,894	1,804,969	16,822	12,280
Tonopah and Tidewater Railroad					236,298	856,969	1,890	6,856
Virginia and Truckee Railway			137		b634,326	c702,557	4,970	5,285
Western Pacific Railway	398	95,054				25,880,736		249,106
Totals	423,258	2,657,707	300	5,411	450,507,368	796,619,167	3,003,420	7,141,335

*Gasoline. bGasoline, 7,110 gallons. cGasoline, 9,334 gallons.

OFFICERS OF RAILROAD COMPANIES OPERATING IN NEVADA**Atchison, Topeka and Santa Fe Railway**

Directors—Edward J. Berwind, New York, N. Y.; John G. McCullough, Vermont; Henry C. Frick, Pittsburg, Pa.; Andrew C. Jobes, Wichita, Kans.; Benjamin P. Cheney, Boston, Mass.; Augustus D. Juilliard, New York, N. Y.; T. DeWitt Cuyler, Philadelphia, Pa.; Edward P. Ripley, Chicago, Ill.; Byron L. Smith, Chicago, Ill.; Chas. Steele, New York, N. Y.; Howell Jones, Topeka, Kans.; H. Rieman Duval, New York, N. Y.; Thomas P. Fowler, New York, N. Y.; Walker D. Hines, New York, N. Y.; Chas. S. Gleed, Topeka, Kans.

Principal Officers—President, E. P. Ripley, Chicago, Ill.; Vice-President, W. B. Storey, Jr., Chicago, Ill.; Vice-President, G. T. Nicholson, Chicago, Ill.; Vice-President, W. E. Hodges, Chicago, Ill.; Secretary and Treasurer, E. L. Copeland, Topeka, Kans.; Assistant Secretary and Treasurer, G. Holterhoff, Jr., Los Angeles, Cal.; General Counsel, Walker D. Hines, New York, N. Y.; General Solicitor, Gardiner Lathrop, Chicago, Ill.; Comptroller, D. L. Gallup, New York, N. Y.; Deputy Comptroller, A. E. Waterhouse, New York, N. Y.; General Auditor, W. E. Bailey, Chicago, Ill.; Assistant General Auditor, J. E. Baxter, Chicago, Ill.; Assistant General Auditor, A. L. Conrad, Chicago, Ill.; General Manager of Eastern Lines, C. W. Kouns, Topeka, Kans.; General Manager of Western Lines, F. C. Fox, Amarillo, Tex.; General Manager of Coast Lines, A. G. Wells, Los Angeles, Cal.; General Manager, S. F. P. & P. Lines, W. A. Drake, Prescott, Ariz.; Chief Engineer of System, C. A. Morse, Topeka, Kans.; General Superintendent, R. J. Parker, Topeka, Kans.; General Superintendent, E. Raymond, Newton, Kans.; General Superintendent, J. M. Kurn, La Junta, Colo.; General Superintendent, G. C. Starkweather, Amarillo, Tex.; General Superintendent, I. L. Hibbard, Los Angeles, Cal.; Freight Traffic Manager, F. B. Houghton, Chicago, Ill.; Passenger Traffic Manager, W. J. Black, Chicago, Ill.; General Freight Agent, J. R. Koontz, Topeka, Kans.; General Freight Agent, W. G. Barnwell, Los Angeles, Cal.; General Freight and Passenger Agent, P. P. Hastings, Prescott, Ariz.; General Passenger Agent, J. M. Connell, Topeka, Kans.; Land Commissioner, Howell Jones, Topeka, Kans.

Bullfrog-Goldfield Railroad

Directors—C. B. Zabriskie, New York, N. Y.; W. Hinkle Smith, Philadelphia, Pa.; Henry W. Biddle, Philadelphia, Pa.; Rudolph Ellis, Philadelphia, Pa.; Clinton A. Higbee, Philadelphia, Pa.; DeWitt Van Buskirk, Bayonne, N. J.; John S. Cook, Goldfield, Nevada.

Officers—President, C. B. Zabriskie, New York, N. Y.; Vice-President, W. Hinkle Smith, Philadelphia, Pa.; Secretary and Treasurer, Clyde A. Heller, Philadelphia, Pa.; Auditor, B. W. Fernald, Oakland, Cal.; General Superintendent, John Ryan, Stagg, Cal.; Traffic Manager, W. R. Alberger, Oakland, Cal.; General Freight and Passenger Agent, F. M. Jenifer, Oakland, Cal.

Central Pacific Railway

Directors—W. H. Bancroft, Salt Lake City, Utah; E. E. Calvin, San Francisco, Cal.; William F. Herrin, San Francisco, Cal.; William Hood, San Francisco, Cal.; G. L. King, San Francisco, Cal.; R. S. Lovett, New York, N. Y.; E. O. McCormick, San Francisco, Cal.; C. H. Redington, San Francisco, Cal.; W. B. Scott, San Francisco, Cal.

Officers—President, William F. Herrin, San Francisco, Cal.; Vice-President,

E. E. Calvin, San Francisco, Cal.; Vice-President, E. O. McCormick, San Francisco, Cal.; Second Vice-President, William Mahl, New York, N. Y.; Third Vice-President, C. H. Redington, San Francisco, Cal.; Secretary, G. L. King, San Francisco, Cal.; Treasurer, A. K. Vandeventer, New York, N. Y.; Chief Counsel, William F. Herrin, San Francisco, Cal.; Comptroller, William Mahl, New York, N. Y.; Auditor, A. D. McDonald, San Francisco, Cal.; Chief Engineer, William Hood, San Francisco, Cal.; Land Commissioner, B. A. McAllister, San Francisco, Cal.

Eureka-Nevada Railway

Directors—George Whittell, San Francisco, Cal.; Curtis H. Lindley, San Francisco, Cal.; L. H. Clar, San Francisco, Cal.; George Whittell, Jr., San Francisco, Cal.; C. R. Rood, Salt Lake City, Utah.

Officers—President, George Whittell, San Francisco, Cal.; Vice-President, George Whittell, Jr., San Francisco, Cal.; Secretary and Treasurer, L. H. Clar, San Francisco, Cal.; General Manager, J. E. Sexton, Palisade, Nevada.

Goldfield Consolidated Milling and Transportation Company

Directors—George Wingfield, Reno, Nevada; J. D. Hubbard, Chicago, Ill.; J. H. MacKenzie, San Francisco, Cal.; J. H. Carstairs, Philadelphia, Pa.; A. H. Howe, Goldfield, Nevada.

Officers—President, George Wingfield, Reno, Nevada; First Vice-President, J. D. Hubbard, Chicago, Ill.; Second Vice-President, J. S. Henderson, Goldfield, Nevada; Secretary and Treasurer, A. H. Howe, Goldfield, Nevada; General Counsel, Henry M. Hoyt, Goldfield, Nevada; General Superintendent, J. F. Thorn, Goldfield, Nevada; General Freight Agent, R. J. Davey, Goldfield, Nevada.

Las Vegas and Tonopah Railroad

Directors—William A. Clark, Butte, Mont.; J. Ross Clark, Los Angeles, Cal.; W. A. Clark, Jr., Los Angeles, Cal.; C. O. Whittemore, Los Angeles, Cal.; David Keith, Salt Lake City, Utah; W. H. Comstock, Los Angeles, Cal.

Officers—President, J. Ross Clark, Los Angeles, Cal.; Vice-President, C. O. Whittemore, Los Angeles, Cal.; Secretary and Treasurer, W. H. Comstock, Los Angeles, Cal.; Attorney, C. O. Whittemore, Los Angeles, Cal.; Auditor, J. Q. Goss, Jr., Los Angeles, Cal.; Chief Engineer, Arthur Maguire, Los Angeles, Cal.; Superintendent, F. M. Grace, Las Vegas, Nevada; Traffic Manager, C. E. Redman, Goldfield, Nevada.

Nevada and California Railway Company

Directors—E. E. Calvin, San Francisco, Cal.; William F. Hood, San Francisco, Cal.; E. O. McCormick, San Francisco, Cal.; G. L. King, San Francisco, Cal.; Guy V. Shoup, San Francisco, Cal.

Officers—President, E. E. Calvin, San Francisco, Cal.; Vice-President, William Hood, San Francisco, Cal.; Secretary, G. L. King, San Francisco, Cal.; Treasurer, H. A. Jones, San Francisco, Cal.; Auditor, A. D. McDonald, San Francisco, Cal.

Nevada-California-Oregon Railway Company

Directors—D. Comyn Moran, New York, N. Y.; A. D. Moran, New York, N. Y.; T. F. Dunaway, Reno, Nevada; W. H. O'Neil, Reno, Nevada; A. H. Manning, Reno, Nevada.

Officers—President, D. Comyn Moran, New York, N. Y.; Vice-President, T. F. Dunaway, Reno, Nevada; Secretary, R. P. Dunbar, Reno, Nevada; Treasurer, A. D. Moran, New York, N. Y.; Attorney, James Glynn, Reno, Nevada; Auditor, R. P. Dunbar, Reno, Nevada; General Manager, T. F. Dunaway, Reno, Nevada; Chief Engineer, George S. Oliver, Reno, Nevada; Superintendent, W. A. Dunaway, Reno, Nevada; Traffic Manager, H. V. McNamara, Reno, Nevada.

Nevada Central Railroad Company

Directors—J. G. Phelps Stokes, New York, N. Y.; I. N. Phelps Stokes, New York, N. Y.; Timothy Davenport, New York, N. Y.; James W. McCulloch, New York, N. Y.; Daniel J. Shea, Austin, Nevada; Henry W. Dyer, Austin, Nevada; John M. Hiskey, Austin, Nevada.

Officers—President, J. G. Phelps Stokes, New York, N. Y.; Vice-President, Timothy Davenport, New York, N. Y.; Secretary and Treasurer, J. M. Hiskey, Austin, Nevada; Auditor, J. M. Hiskey, Austin, Nevada; Assistant Auditor, H. W. Dyer, Austin, Nevada; Assistant Treasurer, J. W. McCullough, New York, N. Y.; General Manager, J. W. McCulloch, New York, N. Y.; General Superintendent, J. M. Hiskey, Austin, Nevada.

Nevada Copper Belt Railroad Company

Directors—W. C. Orem, Salt Lake City, Utah; James G. Berryhill, Des Moines, Iowa; A. J. Orem, Salt Lake City, Utah; J. J. Corun, Salt Lake City, Utah; T. W. Boyer, Salt Lake City, Utah; W. V. Rice, Salt Lake City, Utah; F. M. Orem, Salt Lake City, Utah; W. H. Walter, Ogden, Utah; David Eccles, Ogden, Utah.

Officers—President, W. C. Orem, Salt Lake City, Utah; First Vice-President, James G. Berryhill, Des Moines, Iowa; Second Vice-President, A. J. Orem, Boston, Mass.; Secretary and Treasurer, F. M. Orem, Salt Lake City, Utah; Counsel, Moore & Miller, Mason, Nevada; Auditor, F. J. Sullivan, Salt Lake City, Utah; General Manager, W. C. Orem, Salt Lake City, Utah; Chief Engineer, S. S. Arentz, Mason, Nevada; Traffic Manager and Superintendent, G. M. Fraser, Mason, Nevada.

Nevada Northern Railway Company

Directors—Daniel Guggenheim, New York, N. Y.; M. Guggenheim, New York, N. Y.; S. W. Eccles, New York, N. Y.; F. W. Hills, New York, N. Y.; W. E. Bennett, New York, N. Y.; Charles Hayden, Boston, Mass.; W. Hinkle Smith, Philadelphia, Pa.; C. M. McNeil, Colorado Springs, Colo.; D. C. Jackling, Salt Lake City, Utah.

Officers—Chairman of the Board, Daniel Guggenheim, New York, N. Y.; President, S. W. Eccles, New York, N. Y.; First Vice-President, D. C. Jackling, Salt Lake City, Utah; Second Vice-President, W. E. Bennett, New York, N. Y.; Secretary, W. E. Bennett, New York, N. Y.; Treasurer, C. K. Lipman, New York, N. Y.; General Solicitor, C. H. Lindley, San Francisco, Cal.; Comptroller, F. W. Hills, New York, N. Y.; Auditor, Frank Roper, East Ely, Nevada; General Manager and Vice-President, L. G. Cannon, East Ely, Nevada; General Superintendent, T. J. Duddleson, East Ely, Nevada; Traffic Manager and Vice-President, F. M. Schumacker, New York, N. Y.

Nevada Transportation Company

(Operating Eureka-Nevada Railway)

Directors—F. C. Sykes, San Francisco, Cal.; J. E. Green, Palo Alto, Cal.; G. A. Nichols, San Francisco, Cal.; E. G. Fisher, San Francisco, Cal.; B. Brooks, San Francisco, Cal.

Officers—President, F. C. Sykes, San Francisco, Cal.; Vice-President, E. G. Fisher, San Francisco, Cal.; Secretary, H. C. Flournoy, Quincy, Cal.; Assistant Secretary, B. Brooks, San Francisco, Cal.; Auditor, J. H. McNab, Palisade, Nevada; General Manager, J. E. Sexton, Palisade, Nevada.

San Pedro, Los Angeles and Salt Lake Railroad Company

Directors—W. A. Clark, Butte, Mont.; R. S. Lovett, New York, N. Y.; Wm.

Mahl, New York, N. Y.; R. C. Kerens, St. Louis, Mo.; Thomas Kerns, Salt Lake City, Utah; W. H. Bancroft, Salt Lake City, Utah; J. Ross Clark, Los Angeles, Cal.; J. F. Sartori, Los Angeles, Cal.; H. I. Bettis, Los Angeles, Cal.; W. G. Kerckhoff, Los Angeles, Cal.; T. F. Miller, Los Angeles, Cal.; W. H. Comstock, Los Angeles, Cal.

Officers—President, W. A. Clark, New York, N. Y.; First Vice-President, W. H. Bancroft, Salt Lake City, Utah; Second Vice-President, J. Ross Clark, Los Angeles, Cal.; Secretary, W. H. Comstock, Los Angeles, Cal.; Treasurer, W. H. Leete, Los Angeles, Cal.; General Counsel, A. S. Halstead, Los Angeles, Cal.; Auditor, H. I. Bettis, Los Angeles, Cal.; General Manager, H. C. Nutt, Los Angeles, Cal.; Chief Engineer, E. G. Tilton, Los Angeles, Cal.; Traffic Manager, F. A. Wann, Los Angeles, Cal.; General Freight Agent, T. M. Sloan, Los Angeles, Cal.; General Passenger Agent, T. C. Peck, Los Angeles, Cal.

Silver Peak Railroad Company

Directors—George T. Oliver, Pittsburg, Pa.; William Flinn, Pittsburg, Pa.; W. A. Bradley, Blair, Nevada; B. A. Rives, Blair, Nevada; S. H. Fine, Blair, Nevada.

Officers—President, George T. Oliver, Pittsburg, Pa.; Vice-President, W. A. Bradley, Blair, Nevada; Secretary and Treasurer, B. A. Rives, Blair, Nevada; Auditor, W. C. Leach, Blair, Nevada; General Manager, W. A. Bradley, Blair, Nevada; General Superintendent, S. J. Kidder, Blair, Nevada; General Freight and Passenger Agent, B. A. Rives, Blair, Nevada.

Southern Pacific Company

Directors—Henry W. DeForest, New York, N. Y.; Robert Goelet, Newport, R. I.; Robert W. Goelet, Newport, R. I.; Marvin Hughitt, Chicago, Ill.; H. E. Huntington, New York, N. Y.; Otto H. Kahn, Morristown, N. J.; J. Kruttschnitt, New York, N. Y.; Robert S. Lovett, New York, N. Y.; Ogden Mills, Staatsburg, N. Y.; Charles A. Peabody, New York, N. Y.; William Rockefeller, New York, N. Y.; Mortimer L. Schiff, Oyster Bay, N. Y.; L. J. Spence, New York, N. Y.; Wm. Sproule, San Francisco, Cal.; Frank A. Vanderlip, New York, N. Y.

Officers—Chairman of the Board, Robert S. Lovett, New York, N. Y.; President, Wm. Sproule, San Francisco, Cal.; Vice-President, Wm. F. Herrin, San Francisco, Cal.; Vice-President, Wm. Mahl, New York, N. Y.; Vice-President, E. E. Calvin, San Francisco, Cal.; Vice-President, E. O. McCormick, San Francisco, Cal.; Secretary, Alex. Millar, New York, N. Y.; Treasurer, A. K. Vandeventer, New York, N. Y.; Chief Counsel, Wm. F. Herrin, San Francisco, Cal.; General Counsel, Maxwell Evarts, New York, N. Y.; Controller, Wm. Mahl, New York, N. Y.; Deputy Controller, C. B. Seger, New York, N. Y.; Assistant Controller, H. B. Johnson, New York, N. Y.; Auditor, A. D. McDonald, San Francisco, Cal.; Director of Maintenance and Operation, J. Kruttschnitt, New York, N. Y.; Assistant Director of Maintenance and Operation, W. A. Worthington, New York, N. Y.; Chief Engineer, Wm. Hood, San Francisco, Cal.; General Manager, W. R. Scott, San Francisco, Cal.; Freight Traffic Manager, G. W. Luce, San Francisco, Cal.; Director of Traffic, L. J. Spence, New York, N. Y.; General Freight Agent, A. H. Rising, San Francisco, Cal.; General Passenger Agent, Jas. Horsburgh, Jr., San Francisco, Cal.; Land Commissioner, B. A. McAllister, San Francisco, Cal.

Tonopah and Goldfield Railroad

Directors—James S. Austin, Philadelphia, Pa.; Samuel Bell, Jr., Philadelphia, Pa.; M. B. Cutter, Philadelphia, Pa.; C. A. Danil, Philadelphia, Pa.; C. A. Higbee, Philadelphia, Pa.; Clyde A. Heller, Philadelphia, Pa.; Charles E. Knox,

Philadelphia, Pa.; Charles R. Miller, Philadelphia, Pa.; Henry D. Moore, Philadelphia, Pa.; Richard G. Park, Westchester, Pa.; Wm. M. Potts, Wylbrooke, Pa.; J. Harvey Whiteman, Wilmington, Del.; George Wingfield, Reno, Nevada.

Officers—President, M. B. Cutter, Philadelphia, Pa.; Vice-President, Jas. S. Austin, Philadelphia, Pa.; Secretary, Wm. F. Henshaw, Philadelphia, Pa.; Treasurer, C. A. Higbee, Philadelphia, Pa.; General Counsel, Hugh H. Brown, Tonopah, Nevada; Auditor, A. J. Lyon, Goldfield, Nevada; Assistant Treasurer, W. W. Charles, Tonopah, Nevada; General Manager, M. B. Cutter, Philadelphia, Pa.; Chief Engineer, R. W. Cattermole, Goldfield, Nevada; Superintendent and Traffic Manager, W. D. Forster, Goldfield, Nevada.

Tonopah and Tidewater Railroad Company

Directors—F. M. Smith, Oakland, Cal.; DeWitt Van Buskirk, Bayonne, N. J.; C. B. Zabriskie, New York, N. Y.; J. W. Hardenberg, Jersey City, N. J.; J. A. Middleton, New York, N. Y.; Charles S. Noe, Bayonne, N. J.; George A. Carrigan, Bayonne, N. J.

Officers—President, F. M. Smith, Oakland, Cal.; Vice-President, DeWitt Van Buskirk, New York, N. Y.; Secretary and Treasurer, C. B. Zabriskie, New York, N. Y.; General Solicitor, DeWitt Van Buskirk, New York, N. Y.; Attorney, Walter D. Cole, Oakland, Cal.; Auditor, B. W. Fernald, Oakland, Cal.; General Manager, John Ryan, Stagg, Cal.; Superintendent, W. W. Cahill, Stagg, Cal.; Traffic Manager, W. R. Alberger, Oakland, Cal.; General Freight and Passenger Agent, F. M. Jenifer, Oakland, Cal.

Virginia and Truckee Railway

Directors—Ogden Mills, New York, N. Y.; A. M. Ardery, Carson City, Nevada; E. B. Yerington, Carson City, Nevada; George T. Mills, Carson City, Nevada; W. E. Sharon, Virginia City, Nevada; J. W. Eckley, Virginia City, Nevada; W. E. F. Deal, Virginia City, Nevada; James Newlands, Jr., San Francisco, Cal.; H. L. Griffiths, Carson City, Nevada.

Officers—President, Ogden Mills, New York, N. Y.; First Vice-President, A. M. Ardery, Carson City, Nevada; Secretary, E. B. Yerington, Carson City, Nevada; Treasurer, Agency Bank of California, Virginia City, Nevada; Auditor, E. B. Yerington, Carson City, Nevada; General Manager, A. M. Ardery, Carson City, Nevada; Chief Engineer, W. H. Kirk, Carson City, Nevada; General Freight and Passenger Agent, E. B. Yerington, Carson City, Nevada.

Western Pacific Railway Company

Directors—George G. Gould, New York, N. Y.; Edward T. Jeffers, New York, N. Y.; F. W. M. Cutcheon, New York, N. Y.; Kingdon Gould, New York, N. Y.; E. T. Marston, New York, N. Y.; S. C. Mathews, New York, N. Y.; C. H. Schlacks, San Francisco, Cal.; C. M. Levey, San Francisco, Cal.; Warren Olney, Jr., San Francisco, Cal.; J. F. Evans, San Francisco, Cal.; Charles Elsey, San Francisco, Cal.; W. J. Shotwell, San Francisco, Cal.; C. W. Slack, San Francisco, Cal.

Officers—President, E. T. Jeffers, New York, N. Y.; First Vice-President, C. H. Schlacks, San Francisco, Cal.; Second Vice-President, C. M. Levey, San Francisco, Cal.; Secretary, W. G. Bruen, San Francisco, Cal.; Treasurer, Charles Elsey, San Francisco, Cal.; General Attorney, Warren Olney, Jr., San Francisco, Cal.; General Counsel, F. W. M. Cutcheon, New York, N. Y.; General Auditor, J. F. Evans, San Francisco, Cal.; General Manager, C. M. Levey, San Francisco, Cal.; Chief Engineer, T. J. Wyche, San Francisco, Cal.; Freight Traffic Manager, H. M. Adams, San Francisco, Cal.; General Freight Agent, Archibald Gray, San Francisco, Cal.; Passenger Traffic Manager, E. L. Lomax, San Francisco, Cal.

**TABULATION OF FIGURES DRAWN FROM MONTHLY REPORTS
OF RAILROADS OPERATING IN NEVADA, SHOWING
INTRASTATE EARNINGS (GROSS), BY MONTHS, FOR THE
YEARS ENDING JUNE 30, 1911 AND 1912.**

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	July		August		September	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$151.59	\$272.34	\$350.12	\$330.41	\$137.59	\$353.24
Bullfrog-Goldfield Railroad	6,891.32	7,666.78	6,327.05	8,016.27	6,313.87	7,013.66
Goldfield Consolidated M. & T. Co.	6,890.61	1,462.27	1,497.34	1,797.57	911.46	580.94
Las Vegas and Tonopah Railroad	8,452.38	7,745.10	7,146.68	9,311.96	7,299.25	7,966.81
Nevada and California Railroad	2,423.18	2,418.88	3,755.32	2,708.21	4,185.71	3,147.38
Nevada-California-Oregon Railroad	384.06	431.90	419.75	341.82	458.53	364.09
Nevada Copper Belt Railroad	842.21	1,310.36	670.76	1,663.26	916.37	1,840.12
Nevada Northern Railroad	66,421.91	74,607.80	61,404.91	66,329.15	48,818.12	60,883.66
Nevada, Los Angeles and Salt Lake Railroad	34.86	1,845.22	697.40	2,397.47	498.87	270.27
Silver Peak Railroad	12,792.94	10,671.85	11,694.50	11,810.27	11,075.41	10,902.70
Southern Pacific Company	19,853.03	24,133.56	19,962.77	26,416.43	17,393.35	24,410.63
Tonopah and Goldfield Railroad	44.35	54.65	84.05	22.96	64.48	51.23
Tonopah and Tidewater Railroad	4,563.68	4,261.44	5,194.56	5,277.98	6,493.45	6,673.54
Virginia and Truckee Railroad		1,539.09		574.98		1,483.72
Western Pacific Railroad						
Totals	\$123,504.70	\$138,634.33	\$119,163.12	\$137,068.70	\$104,734.76	\$125,086.49
Railroad	October		November		December	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$261.15	\$374.21	\$110.81	\$317.41	\$340.02	\$426.03
Bullfrog-Goldfield Railroad	6,395.75	8,031.86	6,498.53	7,502.19	6,480.30	7,531.47
Goldfield Consolidated M. & T. Co.	1,344.21	647.29	1,552.41	744.25	2,194.46	965.53
Las Vegas and Tonopah Railroad	8,688.26	9,721.83	9,516.63	9,303.67	7,155.33	8,705.60
Nevada and California Railroad	3,948.28	3,548.53	2,602.50	2,651.76	2,035.62	1,327.49
Nevada-California-Oregon Railroad	644.77	444.18	571.50	446.86	594.17	285.96
Nevada Central Railroad	1,477.52	1,899.97	2,353.51	3,963.00	1,928.26	3,259.09
Nevada Copper Belt Railroad	51,101.31	57,195.91	57,350.32	61,449.18	63,969.91	55,270.66
Nevada Northern Railroad	1,166.67	444.57	446.12	586.29	272.36	601.08
Nevada, Los Angeles and Salt Lake Railroad	71.97	176.63	47.56	150.56	119.90	212.22
Silver Peak Railroad	33,016.66	14,927.27	18,638.61	13,643.07	8,075.09	8,234.76
Southern Pacific Company	20,135.09	27,806.06	21,179.91	26,642.34	20,435.50	26,142.82
Tonopah and Goldfield Railroad	115.27	40.69		47.39	25.97	36.36
Tonopah and Tidewater Railroad	7,465.38	6,231.98	5,782.98	6,506.92	5,029.96	5,382.76
Virginia and Truckee Railroad		6,263.63		1,865.05		894.76
Western Pacific Railroad						
Totals	\$135,802.31	\$137,831.95	\$126,682.06	\$125,809.94	\$118,556.85	\$119,296.14

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	January		February		March	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog and Goldfield Railroad	\$105.94	\$371.07	\$209.19	\$282.37	\$445.48	\$412.12
Goldfield Consolidated M. & T. Co.	7,153.94	7,720.20	6,212.50	7,232.69	6,752.75	7,620.53
Las Vegas and Tonopah Railroad	822.86	346.76	829.94	326.33	1,352.16	668.65
Nevada and California Railroad	5,399.30	7,528.73	5,753.49	8,812.69	6,637.04	
Nevada-California-Oregon Railroad	653.39	636.51	1,161.07	1,144.40	1,323.54	
Nevada Central Railroad	463.70	200.85	1,486.94	265.85	1,605.52	
Nevada Copper Belt Railroad	1,201.35	8,449.53	1,182.31	12,901.17	1,889.73	213.80
Nevada Northern Railroad	63,791.73	66,720.25	52,688.53	61,682.72	63,823.10	15,776.83
Nevada, Los Angeles and Salt Lake Railroad	746.25	220.14	504.55	448.46	427.79	74,041.28
Silver Peak Railroad	126.64	127.83	51.57	63.38	47.79	354.74
Southern Pacific Company	10,201.03	8,348.71	9,809.34	9,927.06	8,229.77	25,346.34
Tonopah and Goldfield Railroad	19,718.24	24,387.52	16,182.32	24,478.32	17,601.67	26,333.14
Tonopah and Tidewater Railroad	15.41	23.63	103.23	23.37	82.51	15.59
Virginia and Truckee Railroad	4,334.73	5,150.32	4,097.95	4,314.13	4,173.91	5,994.78
Western Pacific Railroad		768.00		437.07		488.07
Totals	\$114,734.54	\$131,000.05	\$99,070.17	\$132,300.56	\$118,253.71	\$159,247.96
Railroad	April		May		June	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog and Goldfield Railroad	\$231.44	\$248.46	\$149.99	\$374.60	\$201.16	\$206.16
Goldfield Consolidated M. & T. Co.	7,429.26	7,294.67	7,727.59	7,678.35	7,499.36	7,442.16
Las Vegas and Tonopah Railroad	1,120.12	1,018.62	946.23	1,069.16	1,289.34	1,487.69
Nevada and California Railroad	8,136.31		5,899.67		9,728.17	
Nevada-California-Oregon Railroad	1,882.37	2,095.86	2,537.55	2,539.91	2,743.80	3,069.03
Nevada Central Railroad	597.92	336.59	834.69	256.81	581.63	556.24
Nevada Copper Belt Railroad	2,099.19	15,591.45	1,596.37	14,126.73	1,723.60	13,217.21
Nevada Northern Railroad	71,130.92	76,096.63	70,477.38	81,011.32	72,773.45	79,541.63
San Pedro, Los Angeles and Salt Lake Railroad	391.41	313.71	456.36	772.40	385.22	722.51
Silver Peak Railroad	114.10	108.13	55.76	166.22	154.97	96.99
Southern Pacific Company	11,112.69	24,186.85	9,119.56	30,834.32	9,436.27	24,603.37
Tonopah and Goldfield Railroad	19,484.56	24,440.78	22,873.39	23,778.24	22,682.70	22,782.21
Tonopah and Tidewater Railroad	38.58	47.28	10.97	17.01	37.72	37.72
Virginia and Truckee Railroad	4,513.61	4,695.69	5,128.61	4,540.51	5,126.93	3,960.46
Western Pacific Railroad		536.96		875.97		736.11
Totals	\$128,272.48	\$156,300.68	\$126,764.76	\$167,534.05	\$134,347.04	\$163,250.49

Earnings of the Nevada and California Railway included with those of the Southern Pacific Company, commencing with March, 1912.
Italic figures denote deficit.

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	Total for six months ending Dec. 31			Total for six months ending June 30			Total for year ending June 30		
	1910	1911	1912	1911	1912	1913	1911	1912	1913
Atchison, Topeka and Santa Fe Railway	\$1,351.58	\$2,085.64	\$1,344.20	\$1,344.20	\$1,876.78	\$2,696.78	\$2,696.78	\$3,960.42	
Bullfrog-Goldfield Railroad	37,896.82	46,767.23	42,792.40	42,792.40	46,289.16	80,679.22	80,679.22	91,066.39	
Goldfield Consolidated M. & T. Co.	8,190.49	6,197.90	6,384.03	6,384.03	4,912.26	14,574.52	14,574.52	11,110.16	
Las Vegas and Tonopah Railroad	48,238.53	52,775.96	41,548.98	41,548.98	16,341.42	89,767.51	89,767.51	69,116.38	
Nevada and California Railway	18,960.61	16,802.25	10,302.02	10,302.02	11,081.23	29,252.63	29,252.63	26,883.48	
Nevada-California-Oregon Railway	3,072.78	2,314.81	2,876.69	2,876.69	1,623.94	5,949.47	5,949.47	3,944.76	
Nevada Central Railroad	8,198.63	13,925.80	9,632.56	9,632.56	86,062.92	17,821.18	86,062.92	98,968.72	
Nevada Copper Belt Railroad	348,966.48	366,716.36	389,690.11	389,690.11	438,063.83	748,656.59	748,656.59	803,750.19	
Nevada Northern Railway	4,035.00	6,144.90	2,911.58	2,911.58	2,831.96	6,946.58	6,946.58	8,978.86	
San Pedro, Los Angeles and Salt Lake Railroad	616.20	913.07	57,908.96	57,908.96	122,746.65	183,102.18	183,102.18	192,938.57	
Silver Peak Railroad	95,133.23	70,189.92	150,562.34	150,562.34	146,200.21	236,892.53	236,892.53	301,434.17	
Southern Pacific Company	118,849.65	823.57	63.96	63.96	164.60	438.79	438.79	62,990.46	
Tonopah and Goldfield Railroad	374.81	34,834.57	27,375.74	27,375.74	28,655.89	61,906.76	61,906.76	16,775.41	
Tonopah and Truckee Railroad	34,630.01	12,621.23			4,154.18				
Virginia and Truckee Railway									
Western Pacific Railway									
Totals	\$728,443.82	\$784,687.55	\$721,442.70	\$721,442.70	\$909,633.79	\$1,449,886.22	\$1,449,886.22	\$1,694,301.34	

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	July			August			September		
	1910	1911	1912	1910	1911	1912	1910	1911	1912
Atchison, Topeka and Santa Fe Railway	\$0.58	\$0.95	\$0.58	\$0.58	\$0.95	\$0.58	\$0.58	\$0.95	
Bullfrog-Goldfield Railroad	678.08	536.10	1,658.62	1,658.62	2,312.26	2,471.81	2,471.81	1,979.18	
Las Vegas and Tonopah Railroad	10,763.47	7,875.51	10,215.51	10,215.51	7,593.53	10,242.19	10,242.19	7,855.44	
Nevada and California Railway	2,141.73	1,695.89	1,895.06	1,895.06	1,491.04	1,410.36	1,410.36	1,630.21	
Nevada-California-Oregon Railway	1,760.25	1,436.40	1,732.30	1,732.30	1,701.45	1,315.50	1,315.50	1,691.56	
Nevada Central Railroad	822.70	1,321.35	742.50	742.50	1,273.70	7,838.60	7,838.60	1,273.70	
Nevada Copper Belt Railroad	9,708.62	6,723.14	6,394.25	6,394.25	6,070.31	7,838.60	7,838.60	6,951.47	
Nevada Northern Railway	1,509.81	2,436.84	1,183.75	1,183.75	2,080.11	1,472.86	1,472.86	1,562.95	
San Pedro, Los Angeles and Salt Lake Railroad	381.45	496.95	336.19	336.19	429.67	340.19	340.19	336.15	
Silver Peak Railroad	29,596.36	22,940.37	22,986.87	22,986.87	23,219.08	21,044.99	21,044.99	21,782.43	
Southern Pacific Company	8,764.21	6,135.63	6,528.28	6,528.28	5,451.41	6,831.84	6,831.84	5,513.28	
Tonopah and Goldfield Railroad	84.17	33.80	68.60	68.60	27.10	77.20	77.20	35.75	
Tonopah and Tidewater Railroad		9,341.62	6,845.24	6,845.24	6,855.79	7,391.68	7,391.68	8,074.53	
Virginia and Truckee Railway	10,736.62	1,887.31			2,047.48			1,801.98	
Western Pacific Railway									
Totals	\$78,710.49	\$64,758.30	\$61,647.53	\$61,647.53	\$60,958.43	\$61,762.40	\$61,762.40	\$60,812.22	

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	October		November		December	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$0.58	\$0.96	\$1.16	\$0.96	\$717.18	\$314.86
Burling-Goldfield Railroad	649.36	302.62	677.35	346.10	1,944.17	1,319.02
Las Vegas and Tonopah Railroad	2,464.76	1,632.69	2,846.35	1,791.71	6,667.47	7,062.54
Nevada and California Railway	6,056.01	8,248.35	6,828.06	7,719.74	1,261.89	1,261.89
Nevada-California-Oregon Railway	1,346.24	1,287.63	1,167.12	1,372.50	2,001.98	1,336.86
Nevada Central Railroad	1,830.36	1,962.30	2,069.85	1,486.90	843.25	1,584.86
Nevada Copper Belt Railroad	839.20	1,442.86	878.71	1,396.75	7,900.52	6,786.86
Nevada Northern Railroad	6,376.90	6,452.02	6,330.83	6,674.15	4,102.54	1,347.28
San Pedro, Los Angeles and Salt Lake Railroad	2,610.78	1,577.01	2,941.84	1,446.63	343.90	276.50
Silver Peak Railroad	353.02	274.15	405.15	272.15	18,486.16	19,830.99
Southern Pacific Company	19,137.34	20,686.41	20,447.61	19,651.64	5,664.77	4,962.37
Tonopah and Goldfield Railroad	7,079.82	6,429.56	6,474.89	6,368.28	6,566.56	6,532.86
Tonopah and Tidewater Railroad	67.80	34.20	67.86	67.86	6,566.56	6,532.86
Virginia and Truckee Railroad	6,586.91	7,215.71	6,787.28	6,489.15	1,332.14	1,332.14
Western Pacific Railway	1,794.44	1,794.44	6,787.28	1,591.92	\$56,237.79	\$53,680.22
Totals	\$56,413.07	\$58,440.88	\$57,913.75	\$54,573.88		
Railroad	January		February		March	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$447.66	\$230.17	\$394.00	\$243.85	\$512.80	\$325.35
Burling-Goldfield Railroad	1,745.17	1,346.04	2,029.33	1,356.96	1,833.23	1,418.10
Las Vegas and Tonopah Railroad	6,190.96	6,157.66	6,121.06	6,950.39	7,257.73	1,556.05
Nevada and California Railway	608.56	963.09	1,749.15	1,872.21	1,069.16	1,985.36
Nevada-California-Oregon Railway	1,666.50	1,166.16	1,749.15	1,062.90	1,890.16	1,775.50
Nevada Central Railroad	5,900.64	1,614.46	5,937.87	1,963.19	4,324.60	6,989.69
Nevada Copper Belt Railroad	2,867.00	5,769.67	5,213.83	6,163.19	1,835.39	1,716.26
Nevada Northern Railroad	1,799.14	1,799.14	2,513.83	1,704.41	1,835.39	312.45
San Pedro, Los Angeles and Salt Lake Railroad	15,731.34	236.15	3,889.54	1,294.08	382.55	27,698.37
Silver Peak Railroad	15,731.34	16,521.50	14,531.29	17,043.29	21,327.95	5,180.43
Southern Pacific Company	5,291.82	4,169.74	5,423.75	5,001.00	5,949.04	5,641.55
Tonopah and Goldfield Railroad	60.35	33.25	5,423.75	20.05	69.78	16.20
Tonopah and Tidewater Railroad	60.35	33.25	5,423.75	20.05	69.78	16.20
Virginia and Truckee Railroad	6,071.24	5,270.60	6,180.34	5,607.47	6,725.79	1,245.80
Western Pacific Railway	584.06	584.06	6,180.34	1,130.40	\$56,669.16	\$54,997.49
Totals	\$47,514.61	\$46,069.67	\$46,276.10	\$49,467.32		

Earnings of the Nevada and California Railway included with those of the Southern Pacific Company, commencing with March, 1912.

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Railroad	April		May		June	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$1.74	\$341.06	\$1.74	\$352.12	\$0.58	\$427.11
Baileigh-Goldfield Railroad	436.63	1,617.96	507.87	1,938.68	490.17	1,666.25
Las Vegas and Tonopah Railroad	2,135.31	7,477.43	2,216.36	7,884.19	2,478.96	1,963.70
Nevada and California Railroad	1,508.33	1,762.19	8,290.57	2,069.25	1,726.94	1,224.96
Nevada-California-Oregon Railway	1,408.35	1,960.86	2,075.06	1,627.20	1,865.75	2,109.90
Nevada Central Railroad	2,045.20	1,533.45	1,518.96	2,169.79	1,266.96	7,581.68
Nevada Copper Belt Railroad	1,682.58	8,379.51	5,405.62	6,965.45	7,964.54	2,137.81
Nevada Northern Railway	2,636.99	1,749.93	3,364.80	2,081.94	2,896.19	500.75
San Pedro, Los Angeles and Salt Lake Railroad	346.93	337.75	841.80	339.70	296.75	29,862.89
Silver Peak Railroad	23,734.60	29,270.36	23,333.10	31,302.38	23,304.92	6,453.12
Southern Pacific Company	5,833.65	5,596.51	6,271.23	6,626.97	37.10	80.25
Tonopah and Goldfield Railroad	46.10	33.35	50.78	25.10	6,422.38	7,235.27
Tonopah and Tidewater Railroad	7,461.12	5,862.82	7,067.98	6,473.36	6,618.34	1,528.81
Virginia and Truckee Railway		1,485.15		1,630.19		\$63,052.14
Totals	\$62,800.96	\$59,650.81	\$62,318.69	\$63,542.12	\$62,793.76	
	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1910	1911	1912	1911	1912	
Atchison, Topeka and Santa Fe Railway	\$2.32	\$4.75	\$1.919.68	\$6.38	\$4.75	
Baileigh-Goldfield Railroad	4,213.20	2,273.62	2,790.62	7,003.82	4,198.30	
Las Vegas and Tonopah Railroad	13,148.10	11,081.20	12,488.36	25,636.46	20,425.09	
Nevada and California Railroad	59,762.71	46,325.11	43,221.93	93,984.54	59,413.16	
Nevada-California-Oregon Railway	9,824.76	8,528.66	7,553.77	16,878.53	17,835.15	
Nevada Central Railroad	10,902.98	9,538.60	10,490.80	9,366.49	17,274.41	
Nevada Copper Belt Railroad	4,882.81	8,243.30	7,735.81	21,388.78	19,450.14	
Nevada Northern Railway	44,239.72	38,657.96	38,170.35	12,238.11	80,969.42	
San Pedro, Los Angeles and Salt Lake Railroad	13,821.58	10,450.82	42,311.47	82,410.07	41,639.83	
Silver Peak Railroad	2,164.80	2,075.67	11,189.01	30,041.43	4,125.37	
Southern Pacific Company	181,619.33	128,301.52	161,608.79	253,692.60	279,910.31	
Tonopah and Goldfield Railroad	41,253.81	32,550.53	33,066.56	75,969.68	66,567.09	
Tonopah and Tidewater Railroad	44,451.62	186.20	206.20	85,062.10	80,821.39	
Virginia and Truckee Railway	44,917.25	44,650.33	35,991.06	7,903.91	18,359.13	
Totals	\$371,685.03	\$353,203.43	\$336,869.55	\$708,997.31	\$690,072.98	

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Railroad	July		August		September	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$106.47	\$43.14	\$112.93	\$43.10	\$89.45	\$43.42
Bullfrog-Goldfield Railroad	135.02	104.00	155.05	146.63	70.47	169.67
Las Vegas and Tonopah Railroad	400.69	327.95	299.36	340.59	389.07	619.29
Nevada and California Railroad	2,296.65	98.89	7,974.52	113.93	2,042.61	118.39
Nevada-California-Oregon Railway	345.52	289.83	358.18	328.64	362.99	334.61
Nevada Central Railroad						
Nevada Copper Belt Railroad	142.09	315.01	149.47	312.10	166.32	276.93
Nevada Northern Railroad	212.00	157.20	160.00	157.05	188.00	195.50
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	98.35	83.35	97.05	84.74	85.84	92.98
Southern Pacific Company	1,064.58	1,189.11	1,025.11	1,236.34	987.37	1,411.98
Tonopah and Goldfield Railroad	4,070.66	2,899.55	3,865.75	2,508.81	3,713.31	3,945.76
Tonopah and Tidewater Railroad	12.46	21.56	23.17	15.29	15.29	16.54
Virginia and Truckee Railroad	85.12	407.74	185.89	187.43	63.77	85.09
Western Pacific Railroad		65.61		95.14		75.96
Totals	\$8,959.61	\$6,012.94	\$8,406.48	\$5,569.79	\$8,141.06	\$7,386.11

Railroad	October		November		December	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$50.34	\$45.09	\$55.03	\$43.31	\$36.52	\$48.09
Bullfrog-Goldfield Railroad	93.93	222.69	117.99	116.51	146.65	114.79
Las Vegas and Tonopah Railroad	353.17	320.27	380.65	316.19	308.31	294.14
Nevada and California Railroad	1,929.70	175.56	2,010.36	150.53	2,016.95	162.88
Nevada-California-Oregon Railway	372.03	312.83	376.94	389.60	341.06	396.59
Nevada Central Railroad						
Nevada Copper Belt Railroad	160.31	296.68	175.42	297.95	247.32	345.56
Nevada Northern Railroad	212.00	98.20	216.00	62.90	240.00	91.40
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company	1,216.90	64.51	160.98	97.12	103.73	88.92
Tonopah and Goldfield Railroad	3,520.81	1,631.90	3,525.99	2,400.64	1,890.10	2,799.98
Tonopah and Tidewater Railroad	19.88	3,138.96	3,197.81	3,193.92	3,353.32	2,933.64
Virginia and Truckee Railroad	235.93	20.78	20.31	16.27	30.18	263.07
Western Pacific Railroad		108.02	90.50	262.70	134.31	263.74
		84.30		40.60		45.84
Totals	\$8,277.35	\$6,668.50	\$10,315.98	\$7,337.95	\$8,843.45	\$7,560.59

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Railroad	January		February		March	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$14.70	\$42.98	\$11.98	\$43.04	\$46.42	\$43.03
Bullfrog-Goldfield Railroad	141.47	93.51	173.43	74.64	163.80	94.92
Las Vegas and Tonopah Railroad	316.56	309.64	691.47	338.23	357.18	386.46
Nevada and California Railway	2,007.97	256.97	2,707.22	206.39	2,368.40	239.29
Nevada-California-Oregon Railway	376.53	313.01	380.57	298.92	355.08	
Nevada Central Railroad						
Nevada Copper Belt Railroad	209.98	819.97	206.12	362.90	221.44	197.29
Nevada Northern Railway	172.00	176.00	180.00	176.00	152.00	189.76
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	96.22	98.43	97.26	108.00	96.43	94.61
Southern Pacific Company	724.87	2,722.02	3,574.67	2,432.96	1,334.44	2,457.26
Tonopah and Goldfield Railroad	3,159.66	3,467.53	4,807.41	3,318.55	2,977.64	3,366.48
Tonopah and Tidewater Railroad	22.23	19.27	21.69	16.87	19.61	17.96
Virginia and Truckee Railway	156.10	251.96	83.04	81.47	62.69	136.34
Western Pacific Railway		24.60		29.90		96.88
Totals	\$7,397.34	\$8,614.29	\$12,934.86	\$7,432.07	\$8,155.08	\$7,299.26
Railroad	April		May		June	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$43.34	\$46.88	\$43.44	\$43.38	\$99.74	\$340.82
Bullfrog-Goldfield Railroad	190.63	143.35	61.69	106.68	81.84	96.64
Las Vegas and Tonopah Railroad	370.84	428.09	298.00	423.96	312.66	669.01
Nevada and California Railway	2,118.28		2,063.00		1,988.94	
Nevada-California-Oregon Railway	288.66	319.71	306.80	294.26	336.97	284.72
Nevada Central Railroad						
Nevada Copper Belt Railroad	167.73	890.09	214.23	947.12	305.97	888.87
Nevada Northern Railway	318.00	266.75	94.15	196.00	366.70	255.46
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	86.44	83.70	87.21	99.20	86.01	62.45
Southern Pacific Company	1,453.72	1,851.80	889.10	1,624.29	1,301.83	2,304.86
Tonopah and Goldfield Railroad	2,612.15	2,627.51	3,362.70	2,866.81	1,961.42	2,451.76
Tonopah and Tidewater Railroad	19.07	16.21	21.27	18.29	19.52	15.80
Virginia and Truckee Railway	163.09	33.60	90.15	146.27	223.70	117.73
Western Pacific Railway		59.53		45.90		46.74
Totals	\$7,741.94	\$6,259.22	\$7,611.74	\$6,705.85	\$6,885.81	\$7,526.39

Earnings of the Nevada and California Railway included with those of the Southern Pacific Company, commencing with March, 1912.
Italic figures denote deficit.

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Railroad	Total for six months ending Dec. 31			Total for six months ending June 30			Total for year ending June 30		
	1910		1911	1911		1912	1911		1912
Atchison, Topeka and Santa Fe Railway	\$460.74	\$261.15	\$60.14	\$562.13	\$520.88	\$323.28			
Bullfrog-Goldfield Railroad	719.11	874.29	742.86	608.74	1,461.97	1,483.08			
Las Vegas and Tonopah Railroad	2,116.25	2,218.43	2,316.70	2,555.39	4,432.96	4,773.82			
Nevada and California Railway	12,270.79	820.17	13,253.81	461.36	25,524.60	1,231.53			
Nevada-California-Oregon Railway	2,156.72	2,001.60	2,084.60	1,779.90	4,191.32	3,781.50			
Nevada Central Railroad									
Nevada Copper Belt Railroad	1,040.93	1,844.14	1,325.47	4,146.24	2,366.40	5,990.33			
Nevada Northern Railroad	1,228.00	761.96	1,282.85	1,291.95	2,510.85	2,063.90			
San Pedro, Los Angeles and Salt Lake Railroad									
Silver Peak Railroad	600.30	511.62	549.57	541.39	1,149.87	1,063.01			
Southern Pacific Company	9,703.06	10,729.21	9,258.63	12,738.13	18,961.68	23,522.39			
Tonopah and Goldfield Railroad	21,721.00	18,640.64	18,900.98	17,981.94	40,621.98	36,622.58			
Tonopah and Tidewater Railroad	127.86	123.39	106.89	106.89	251.25	230.40			
Virginia and Truckee Railway	788.52	1,251.72	815.94	815.92	1,566.26	2,067.54			
Western Pacific Railway		407.45		242.15		649.60			
Totals	\$52,943.27	\$40,435.88	\$50,664.94	\$43,887.08	\$103,580.04	\$34,322.96			

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION, OF RAILROADS IN NEVADA

Railroad	July		August		September	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$5.11	\$33.49	\$5.26	\$62.70	\$2.35	\$28.37
Bullfrog-Goldfield Railroad	7.84	31.59	9.84	30.50	15.99	31.58
Las Vegas and Tonopah Railroad	23.79	210.85	27.99	30.19	33.87	39.31
Nevada and California Railway	297.20	47.02	571.59	222.08	411.45	450.75
Nevada-Central Railroad	43.70	61.08	166.10	61.08	47.71	45.36
Nevada Northern Railroad	139.02	71.28	60.40	60.40	85.12	105.05
Nevada Copper Belt Railroad	337.55	176.00	584.91	342.00	604.64	332.74
Nevada Northern Railroad	243.00	59.00	194.00	128.00	169.00	62.00
San Pedro, Los Angeles and Salt Lake Railroad	5.00	5.00	5.00	5.00	5.00	5.00
Southern Pacific Company	1,640.12	2,179.59	1,455.58	2,131.12	1,841.78	1,481.44
Tonopah and Goldfield Railroad	689.94	240.71	223.55	209.96	339.91	286.12
Tonopah and Tidewater Railroad		86.91	6.09	21.00		20.51
Virginia and Truckee Railway	116.20	80.49	47.76	129.88	55.12	203.34
Western Pacific Railway		78.02		88.80		67.66
Totals	\$3,546.47	\$3,191.40	\$3,368.96	\$3,622.54	\$3,611.94	\$3,178.23

**MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION,
OF RAILROADS IN NEVADA**

Railroad	October		November		December	
	1910	1911	1910	1911	1910	1911
Atchison, Topeka and Santa Fe Railway	\$2.44	\$66.82	\$2.57	\$2.88	\$6.47	\$27.76
Bullfrog-Goldfield Railroad	12.68	38.56	62.25	48.05	33.07	47.60
Las Vegas and Tonopah Railroad	26.16	28.94	23.15	29.84	64.92	23.61
Nevada and California Railroad	544.70	360.44	506.67	562.82	461.11	516.34
Nevada-California-Oregon Railway	48.50	48.58	47.87	31.75	54.31	13.69
Nevada Central Railroad	83.00	68.72	129.37	48.59	344.21	47.57
Nevada Copper Belt Railroad	555.84	467.65	976.29	394.44	924.16	68.28
Nevada Northern Railway	450.00	144.00	162.00	143.00	291.00	128.00
San Pedro, Los Angeles and Salt Lake Railroad	5.00	5.00	5.00	5.00	5.50	5.00
Silver Peak Railroad	1,098.06	1,711.19	3,487.73	2,171.48	1,310.45	1,862.62
Southern Pacific Company	391.00	286.85	464.82	333.11	314.36	314.36
Tonopah and Goldfield Railroad		21.00	2.62	24.00	13.50	21.51
Tonopah and Tidewater Railroad		70.19	120.07	36.71	53.71	82.40
Virginia and Truckee Railroad	86.11	80.73		169.56		70.97
Western Pacific Railway						
Totals	\$3,262.58	\$3,369.76	\$5,943.89	\$3,960.71	\$3,774.13	\$3,229.76

Railroad	January		February		March	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$10.59	\$47.90	\$10.00	\$10.58	\$7.49	\$1.00
Bullfrog-Goldfield Railroad	53.45	47.35	65.79	42.45	55.92	42.20
Las Vegas and Tonopah Railroad	27.47	21.69	36.09	23.03	27.96	14.45
Nevada and California Railroad	849.53	392.73	390.66	398.24	313.83	
Nevada-California-Oregon Railway	38.17	27.44	43.27	10.86	49.28	20.34
Nevada Central Railroad	64.00	38.37	76.92	24.73	240.09	45.72
Nevada Copper Belt Railroad	513.60	300.69	230.25	57.15	325.18	736.26
Nevada Northern Railway	97.00	98.00	341.00	98.00	93.00	97.00
San Pedro, Los Angeles and Salt Lake Railroad	5.00	5.00	5.00	5.00	5.00	15.00
Silver Peak Railroad	556.56	1,989.86	1,678.94	1,398.18	1,547.04	2,133.49
Southern Pacific Company	417.99	327.70	263.50	695.99	351.25	648.64
Tonopah and Goldfield Railroad	5.00	237.00	283.28	21.00	14.00	21.66
Tonopah and Tidewater Railroad				95.96	185.40	82.59
Virginia and Truckee Railroad	71.10	138.81	79.29	71.23		97.43
Western Pacific Railway						
Totals	\$1,566.50	\$3,455.92	\$3,210.99	\$2,946.90	\$3,215.44	\$3,855.78

Earnings of the Nevada and California Railway included with those of the Southern Pacific Company, commencing with March, 1912.

Italic figures denote deficit.

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION,
OF RAILROADS IN NEVADA

Railroad	April		May		June	
	1911	1912	1911	1912	1911	1912
	Total for six months ending Dec. 31	Total for six months ending June 30	Total for six months ending June 30	Total for year ending June 30		
Achison, Topeka and Santa Fe Railway	\$24.20	\$188.53	\$410.21	\$126.68	\$434.41	\$315.21
Bullfrog-Goldfield Railroad	141.67	229.77	298.97	150.55	435.64	380.32
Las Vegas and Tonopah Railroad	204.88	171.53	185.08	99.60	390.33	271.13
Nevada and California Railroad	2,782.72	2,302.78	3,211.55	790.97	6,004.27	3,083.75
Nevada-California-Oregon Railroad	406.19	247.41	308.52	128.45	711.71	376.86
Nevada-Central Railroad	893.06	893.06	811.91	396.77	1,673.91	689.83
Nevada Copper Belt Railroad	3,982.49	1,901.11	1,519.12	1,417.56	5,501.61	3,218.67
Nevada Northern Railroad	1,509.00	664.00	784.98	1,373.81	2,303.98	2,037.81
San Pedro, Los Angeles and Salt Lake Railroad	30.50	30.00	111.50	51.30	142.00	81.30
Silver Peak Railroad	10,723.71	11,640.41	8,961.16	11,299.45	19,684.87	22,839.57
Southern Pacific Company	2,320.44	1,650.21	2,508.34	2,354.16	4,823.68	4,596.84
Tonopah and Goldfield Railroad	22.19	144.95	25.55	181.91	417.14	1,124.70
Tonopah and Tidewater Railroad	487.97	643.11	527.65	681.09	1,016.62	1,124.68
Western Pacific Railroad		555.54		573.14		
Totals	\$23,509.96	\$20,462.39	\$19,159.44	\$19,406.95	\$42,699.77	\$39,868.34

Italic figures denote deficit.

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Railroad	July			August			September		
	1910			1911			1910		
	1910	1911	1911	1910	1911	1911	1910	1911	1911
Atchison, Topeka and Santa Fe Railway	\$112.16	\$44.09	\$118.19	\$107.70	\$107.70	\$107.70	\$101.90	\$107.70	\$71.79
Bullfrog-Goldfield Railroad	972.53	986.98	1,382.51	904.29	904.29	904.29	848.08	848.08	892.69
Goldfield Consolidated M. & T. Co.	5,891.32	7,666.78	6,327.05	8,016.27	8,016.27	8,016.27	6,313.87	6,313.87	7,018.66
Las Vegas and Tonopah Railroad	2,877.48	3,876.15	3,483.31	4,480.61	4,480.61	4,480.61	3,806.21	3,806.21	3,198.72
Nevada and California Railroad	21,909.70	15,980.35	19,908.30	17,211.49	17,211.49	17,211.49	19,985.50	19,985.50	16,410.39
Nevada-California-Oregon Railroad	4,954.18	4,251.12	6,214.77	4,588.95	4,588.95	4,588.95	6,006.77	6,006.77	5,157.56
Nevada-Central Railroad	2,283.33	1,981.03	2,386.08	2,134.52	2,134.52	2,134.52	1,859.15	1,859.15	2,151.09
Nevada Copper Belt Railroad	2,144.55	3,122.72	2,147.64	3,597.06	3,597.06	3,597.06	2,398.78	2,398.78	3,748.49
Nevada Northern Railroad	76,585.53	81,547.14	68,143.16	72,684.51	72,684.51	72,684.51	57,013.72	57,013.72	68,072.63
San Pedro, Los Angeles and Salt Lake Railroad	2,468.89	4,282.06	1,881.15	4,477.53	4,477.53	4,477.53	1,966.73	1,966.73	1,833.22
Silver Peak Railroad	519.66	788.39	596.15	580.43	580.43	580.43	564.08	564.08	634.63
Southern Pacific Company	45,064.00	36,991.52	37,062.05	38,396.61	38,396.61	38,396.61	34,949.55	34,949.55	35,578.55
Tonopah and Goldfield Railroad	33,377.84	33,409.45	30,480.35	34,585.61	34,585.61	34,585.61	28,268.41	28,268.41	34,154.79
Tonopah and Tidewater Railroad	140.98	146.92	181.91	86.35	86.35	86.35	163.54	163.54	124.08
Virginia and Truckee Railroad	15,501.62	14,041.29	12,273.45	12,451.08	12,451.08	12,451.08	14,004.02	14,004.02	15,096.50
Western Pacific Railroad	3,570.03	3,570.03	2,806.20	2,806.20	2,806.20	2,806.20	3,429.32	3,429.32	3,429.32
Totals	\$214,723.27	\$212,596.97	\$192,586.08	\$207,109.46	\$207,109.46	\$207,109.46	\$178,250.16	\$178,250.16	\$197,413.05
Railroad	October			November			December		
	1910			1911			1910		
	1910	1911	1911	1910	1911	1911	1910	1911	1911
Atchison, Topeka and Santa Fe Railway	\$53.36	\$112.86	\$58.76	\$47.14	\$47.14	\$47.14	\$42.99	\$42.99	\$70.85
Bullfrog-Goldfield Railroad	1,017.12	988.07	988.40	827.07	827.07	827.07	1,286.92	1,286.92	908.27
Goldfield Consolidated M. & T. Co.	6,885.75	8,081.86	6,488.53	7,562.19	7,562.19	7,562.19	6,480.30	6,480.30	7,531.47
Las Vegas and Tonopah Railroad	4,198.30	2,617.24	4,767.56	2,871.99	2,871.99	2,871.99	4,506.86	4,506.86	2,622.35
Nevada and California Railroad	17,198.57	18,496.13	18,861.72	17,726.26	17,726.26	17,726.26	16,290.86	16,290.86	16,447.86
Nevada-California-Oregon Railroad	5,714.06	5,197.02	4,194.43	4,386.61	4,386.61	4,386.61	3,756.08	3,756.08	2,989.66
Nevada-Central Railroad	2,668.12	2,376.20	2,800.72	1,982.25	1,982.25	1,982.25	2,940.36	2,940.36	1,672.88
Nevada Copper Belt Railroad	3,032.97	4,107.06	4,382.93	6,041.15	6,041.15	6,041.15	3,947.99	3,947.99	6,197.88
Nevada Northern Railroad	58,140.21	63,890.13	64,059.15	57,828.93	57,828.93	57,828.93	72,001.43	72,001.43	62,276.92
San Pedro, Los Angeles and Salt Lake Railroad	3,777.45	2,021.53	3,357.96	2,082.92	2,082.92	2,082.92	4,374.90	4,374.90	1,948.36
Silver Peak Railroad	589.34	519.34	618.69	524.83	524.83	524.83	572.88	572.88	582.64
Southern Pacific Company	54,408.97	39,219.07	46,062.94	37,846.81	37,846.81	37,846.81	29,681.80	29,681.80	32,728.30
Tonopah and Goldfield Railroad	31,126.72	36,643.52	31,256.93	35,527.66	35,527.66	35,527.66	29,665.31	29,665.31	34,072.69
Tonopah and Tidewater Railroad	202.95	282.95	151.15	124.36	124.36	124.36	135.95	135.95	109.69
Virginia and Truckee Railroad	14,391.33	13,625.30	12,785.83	13,255.68	13,255.68	13,255.68	11,777.54	11,777.54	12,243.28
Western Pacific Railroad	3,570.03	3,570.03	2,806.20	2,806.20	2,806.20	2,806.20	3,429.32	3,429.32	3,429.32
Totals	\$202,755.31	\$205,201.08	\$200,855.70	\$191,701.98	\$191,701.98	\$191,701.98	\$187,412.22	\$187,412.22	\$188,746.71

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Railroad	January		February		March	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$25.29	\$90.98	\$21.98	\$53.62	\$53.91	\$44.08
Bullfrog-Goldfield Railroad	749.51	749.10	842.41	650.31	1,178.50	874.59
Goldfield Consolidated M. & T. Co.	7,183.94	7,790.20	6,312.50	7,292.30	7,399.75	7,991.59
Las Vegas and Tonopah Railroad	2,884.25	2,024.03	3,536.23	2,044.60	3,579.42	2,482.66
Nevada and California Railroad	14,447.75	14,385.08	14,977.47	15,248.71	16,577.00	16,577.00
Nevada-California-Oregon Railway	1,674.68	1,940.05	2,334.47	1,322.89	2,471.20	3,471.20
Nevada Central Railroad	2,184.20	1,404.38	2,312.01	2,242.08	2,816.90	1,524.67
Nevada Copper Belt Railroad	2,924.11	1,104.64	2,506.55	15,004.97	3,760.35	18,485.88
Nevada Northern Railroad	69,561.27	72,763.92	58,429.21	63,413.11	75,450.49	81,196.65
San Pedro, Los Angeles and Salt Lake Railroad	3,633.25	2,019.23	3,104.17	2,152.87	2,264.04	2,071.02
Silver Peak Railroad	534.16	498.41	488.33	465.53	499.49	483.72
Southern Pacific Company	26,118.70	29,344.09	29,584.19	30,796.49	32,439.20	57,633.45
Tonopah and Goldfield Railroad	28,587.71	32,390.49	26,666.98	33,494.36	26,273.60	35,398.68
Tonopah and Tidewater Railroad	102.99	97.15	80.96	81.29	185.90	71.40
Virginia and Truckee Railroad	10,632.17	10,811.09	10,450.62	9,969.03	11,147.79	11,854.26
Western Pacific Railroad	1,786.14	1,668.50				1,877.68
Totals	\$171,212.99	\$189,139.93	\$161,491.12	\$192,186.95	\$185,233.39	\$225,400.49
Railroad	April		May		June	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$76.37	\$66.27	\$75.77	\$64.59	\$221.09	\$369.42
Bullfrog-Goldfield Railroad	580.45	704.56	762.76	850.37	909.02	760.82
Goldfield Consolidated M. & T. Co.	7,429.29	7,294.67	7,727.59	7,678.85	7,469.36	7,442.16
Las Vegas and Tonopah Railroad	3,725.98	3,069.63	3,489.35	3,448.34	4,113.94	3,841.88
Nevada and California Railroad	18,302.62	4,208.62	16,901.71	4,946.01	20,029.86	5,305.30
Nevada-California-Oregon Railway	3,725.06	1,748.68	4,784.38	1,941.62	4,888.41	1,660.39
Nevada Central Railroad	2,709.87	1,748.68	2,543.23	1,941.62	2,188.04	1,660.39
Nevada Copper Belt Railroad	4,021.72	18,612.92	3,310.89	17,378.08	3,353.82	21,267.07
Nevada Northern Railroad	79,237.50	84,122.89	76,029.15	88,696.77	81,230.67	87,845.72
San Pedro, Los Angeles and Salt Lake Railroad	3,027.40	2,063.64	3,281.16	2,854.34	3,281.41	2,854.34
Silver Peak Railroad	562.47	539.53	533.26	606.42	580.23	664.19
Southern Pacific Company	38,014.79	56,314.82	35,604.55	64,781.23	36,340.48	59,579.68
Tonopah and Goldfield Railroad	28,182.04	33,061.98	32,373.96	33,357.75	31,448.68	31,829.08
Tonopah and Tidewater Railroad	104.02	117.84	89.02	82.40	77.06	181.62
Virginia and Truckee Railroad	12,216.06	10,784.91	12,981.27	11,262.91	12,009.06	11,332.16
Western Pacific Railroad		2,436.39		2,652.01		2,403.60
Totals	\$292,154.51	\$225,076.35	\$200,408.05	\$240,599.65	\$238,041.13	\$237,393.10

Earnings of the Nevada and California Railway included with those of the Southern Pacific Company, commencing with March, 1912.

Italic figures denote deficit.

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Railroad	Total for six months ending Dec. 31			Total for six months ending June 30		
	1910	1911	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	\$487.28	\$454.43	\$474.41	\$688.81	\$881.87	\$1,143.24
Bullfrog-Goldfield Railroad	6,425.56	6,461.32	5,171.66	4,666.76	11,897.21	10,017.07
Central Pacific Railway						
Eureka-Nevada Railway	37,896.82	45,767.23	42,792.40	45,299.16	80,673.22	91,066.39
Goldfield Consolidated M. & T. Co.	23,699.72	19,699.06	21,374.17	16,311.14	45,083.69	58,590.27
Las Vegas and Tonopah Railroad	14,694.78	102,262.02	121,334.77	82,683.79	245,361.02	182,876.51
Nevada and California Railway	30,840.28	102,262.02	101,098.51	92,266.07	51,074.16	48,276.84
Nevada-California-Oregon Railway	14,897.76	19,242.41	20,198.51	20,266.07	39,075.16	31,808.89
Nevada Central Railroad	18,044.96	22,844.31	19,179.44	101,883.56	37,222.30	127,847.31
Nevada Copper Belt Railroad	18,044.96	405,800.26	483,993.29	483,041.06	882,581.49	888,841.82
Nevada Northern Railway	395,042.90	405,800.26	483,993.29	483,041.06	882,581.49	888,841.82
Silver Peak, Los Angeles and Salt Lake Railroad	17,856.68	18,696.72	19,131.43	14,090.97	36,988.01	80,613.69
Southern Pacific Company	3,419.80	3,530.26	3,192.84	3,263.25	6,608.74	6,793.51
Tonopah and Goldfield Railroad	247,239.82	220,761.06	198,101.91	298,450.08	446,841.23	519,211.14
Tonopah and Tidewater Railroad	184,176.56	208,383.72	175,632.97	199,542.87	357,708.53	407,936.59
Virginia and Truckee Railway	80,733.79	80,659.73	68,815.97	66,064.36	1,504.51	1,408.81
Western Pacific Railway		24,089.49		12,873.38	149,649.76	146,714.09
Totals	\$1,176,582.74	\$1,198,769.25	\$1,128,541.19	\$1,309,796.37	\$2,305,123.98	\$2,508,565.62

TOTAL NEVADA INTRASTATE BUSINESS FOR THE YEARS ENDING JUNE 30, 1911 AND 1912

Railroad	Freight revenue		Passenger revenue		Other transportation revenues	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	\$2,686.78	\$3,960.42	\$6.38	\$4.75	\$520.88	\$823.28
Goldfield Consolidated M. & T. Co.	80,679.22	91,066.39	7,003.82	4,158.30	1,461.97	1,483.03
Las Vegas and Tonopah Railroad	14,574.52	11,110.16	25,636.46	20,425.09	4,432.95	4,773.82
Nevada and California Railroad	89,767.51	69,115.38	93,984.64	59,413.15	25,624.60	1,281.53
Nevada-California-Oregon Railway	29,252.63	28,833.48	16,878.53	17,835.15	4,191.32	3,781.50
Nevada Central Railroad	6,949.47	3,944.75	21,383.78	17,274.41		
Nevada Copper Belt Railroad	17,821.18	98,988.72	12,233.11	19,450.14	2,366.40	5,990.38
Nevada Northern Railroad	748,656.59	803,780.19	82,410.07	80,969.42	2,510.56	2,063.90
San Pedro, Los Angeles and Salt Lake Railroad	6,946.58	8,976.86	30,041.43	21,639.83		
Silver Peak Railroad	1,183.79	1,533.83	4,128.08	4,125.37	1,149.87	1,053.01
Southern Pacific Company	183,102.18	192,938.57	253,592.50	279,910.31	18,961.68	23,522.39
Tonopah and Goldfield Railroad	236,892.53	301,752.55	75,969.68	65,557.09	40,621.98	36,622.58
Tonopah and Tidewater Railroad	438.79	494.17	766.73	394.40	251.25	220.40
Virginia and Truckee Railway	61,905.75	62,990.46	85,062.10	80,821.39	1,586.29	2,067.54
Western Pacific Railway		16,775.41		18,359.18		649.60
Totals	\$1,449,886.52	\$1,694,301.34	\$708,997.31	\$690,072.98	\$103,580.04	\$34,322.96
	Revenue other than transportation		Total intrastate revenues			
			1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad			\$434.41	\$315.21	\$961.67	\$1,148.24
Goldfield Consolidated M. & T. Co.			435.64	380.32	11,597.21	10,017.07
Las Vegas and Tonopah Railroad					80,679.22	91,066.39
Nevada and California Railroad					45,033.89	36,580.20
Nevada-California-Oregon Railway					215,301.02	132,908.81
Nevada Central Railroad			380.33	271.13	51,084.19	48,876.99
Nevada Copper Belt Railroad			6,004.27	3,088.75	29,017.16	21,908.99
Nevada Northern Railroad			711.71	375.86	37,922.80	127,647.91
Nevada Northern Railroad			1,673.91	689.88	885,881.49	888,841.32
San Pedro, Los Angeles and Salt Lake Railroad			6,501.61	3,218.67	98,968.01	80,618.69
Silver Peak Railroad			2,303.96	2,087.81	6,603.74	6,793.51
Southern Pacific Company			142.00	81.80	446,341.23	519,211.14
Tonopah and Goldfield Railroad			19,684.87	22,839.87	367,708.53	407,521.58
Tonopah and Tidewater Railroad			4,323.68	4,004.37	1,604.51	1,405.81
Virginia and Truckee Railway			47.74	296.84	146,714.09	145,714.09
Western Pacific Railway			1,016.62	1,134.70	149,646.76	36,912.87
Totals			\$42,699.77	\$39,966.34	\$2,306,123.96	\$2,608,565.68

ANNUAL REPORTS
OF
Telegraph, Telephone, Express, Car Com-
panies and Electric Railways for
Years 1911 and 1912

CAPITAL STOCK

Company	Capital stock, common, par value outstanding		Capital stock, preferred, par value outstanding		Capital stock, total par value outstanding	
	1911	1912	1911	1912	1911	1912
American Express Company	\$3,000,700.00	\$3,000,700.00			\$18,000,000.00	\$18,000,000.00
Globe Express Company	23,967,400.00	23,967,400.00			8,000,700.00	8,000,700.00
Wells, Fargo & Company Express	44,686.00	44,686.00			23,967,400.00	23,967,400.00
Nevada Interurban Railway	1,000,000.00	1,000,000.00			44,686.00	44,686.00
Nevada Traction Company					1,000,000.00	1,000,000.00
The Pullman Company					120,000,000.00	120,000,000.00
Bridgeport Telephone and Telegraph Company	36,700.00	36,700.00			36,700.00	36,700.00
California and Oregon Telegraph Company	100,000.00	100,000.00			100,000.00	100,000.00
Consolidated Power and Telephone Company	43,680.00	45,280.00			43,680.00	45,280.00
Elko County Telephone and Telegraph Company	23,640.00	25,430.00			23,640.00	25,430.00
Golconda Telephone and Power Company			\$4,510.00		4,510.00	
Moapa Valley Telephone Company		250,000.00				250,000.00
Nevada Consolidated Telephone and Telegraph Company	177,166.67	177,166.67			177,166.67	177,166.67
Nevada Northern Railway Telegraph and Telegraph Company	7,650.00	7,650.00			7,650.00	7,650.00
Northern Nevada Telegraph and Telephone Company	25,000.00	25,000.00			25,000.00	25,000.00
Postal Telegraph Cable Company	18,000,000.00	18,000,000.00	18,000,000.00	\$32,000,000.00	36,000,000.00	50,000,000.00
Pacific Telephone and Telegraph Company	50,000.00	50,000.00			50,000.00	50,000.00
Searchlight and Western Telephone Company	218,600.00	223,550.00			218,600.00	223,550.00
Utah, Nevada and Idaho Telephone Company	99,786,968.49	99,817,100.00			99,786,968.49	99,817,100.00
Western Union Telegraph Company		10,000.00				57,510.00
White Pine Telephone Company		2,565.00		47,510.00		2,565.00
Yarrington Electric Company						
Totals	\$146,432,000.16	\$146,763,296.67	\$18,004,510.00	\$32,047,510.00	\$164,496,510.16	\$178,810,746.67

FUNDED DEBT, AND CAPITAL STOCK

Company	Dividends declared		Funded debt outstanding		Interest accrued	
	1911	1912	1911	1912	1911	1912
American Express Company	\$2,119,200.00	\$2,119,800.00				
Globe Express Company	270,068.00	180,042.00				
Wells, Fargo & Company Express	2,396,740.00	2,396,740.00				
Nevada Interurban Railway						
Reno Traction Company			\$186,000.00	\$186,000.00	\$2,000.00	\$2,245.00
The Pullman Company	9,607,371.67	9,699,460.66				
Bridgeport Telephone and Telegraph Company						
California and Oregon Telegraph Company	2,980.00					
Consolidated Power and Telephone Company			19,600.00	19,600.00	1,170.00	942.60
Elko County Telephone and Telegraph Company	8,316.00	3,544.40				
Golconda Telephone and Power Company	1,198.80	1,888.20				
Mosapa Valley Telephone Company	631.40					
Nevada Consolidated Telephone and Telegraph Company						
Nevada Northern Railway Telegraph Department						
Nevada Telephone-Telegraph Company						
Northern Nevada Telegraph and Telephone Company		765.00				
Postal Telegraph Cable Company	1,060,000.00	1,306,760.00	31,196,000.00	42,080,000.00	1,621,760.00	1,718,625.00
Pacific Telephone and Telegraph Company	1,000.00	800.00				
Searchlight and Western Telephone Company			35,000.00	35,000.00	340.63	1,666.00
Utah, Nevada and Idaho Telephone Company			42,604,600.00	32,602,000.00	1,947,617.50	1,864,341.34
Western Union Telegraph Company	2,991,304.60	2,991,823.60		5,000.00		611.10
White Pine Telephone Company		3,800.80				
Yerington Electric Company						
Totals	\$18,473,760.37	\$19,604,409.56	\$73,980,000.00	\$74,877,500.00	\$3,472,878.13	\$3,678,323.94

ASSETS, LIABILITIES AND COST OF PLANT, AND EQUIPMENT

Company	Total assets and liabilities		Cost of construction for year		Total cost of plant to date	
	1911	1912	1911	1912	1911	1912
American Express Company.....	\$57,039,847.27	\$60,120,078.95	\$398,876.53	\$1,495,831.76	\$10,339,853.91	\$11,835,685.67
Globe Express Company.....	3,509,327.30	3,528,610.02	34,887.63	2,175.11	87,182.52	89,327.63
Wells, Fargo & Company Express.....	34,061,664.57	38,108,483.62	880,650.00	599,593.43	6,132,589.16	6,732,082.59
Nevada Interurban Railway.....	77,881.00	82,949.21	5,631.82	5,018.21	77,881.00	82,949.21
Reno Traction Company.....	1,222,011.47	1,227,157.74	11,700.49	5,309.12	1,217,337.39	1,222,646.51
The Pullman Company.....	141,193,141.79	148,780,453.18	125.00	420.00		
Bridgeport Telephone and Telegraph Company.....	30.00	75.00				
California and Oregon Telegraph Company.....	991.62	1,257.14	400.00		1,076.45	1,076.45
Consolidated Power and Telephone Company.....	23,635.03	21,678.53	3,600.00	7,519.88	45,000.00	52,519.88
Elko County Telephone and Telegraph Company.....	4,606.90	3,569.99	16,064.65	1,840.17	32,457.79	32,884.21
Goldconda Telephone and Power Company.....	7,399.23	4,255.15	137.55			
Moapa Valley Telephone Company.....	514.54					
Nevada Consolidated Telephone and Telegraph Company.....					5,444.42	
Nevada Northern Railway Telegraph Department.....						
Nevada Telephone-Telegraph Company.....	41,824.78	18,393.10			220,243.63	217,950.99
Northern Nevada Telegraph and Telephone Company.....						
Postal Telegraph Cable Company.....	41,788.32	19,823.27	6,779,323.00	17,739,430.00	55,166,547.00	72,905,977.00
Pacific Telephone and Telegraph Company.....	6,995,226.00	16,873,895.00			10,000.00	10,000.00
Searchlight and Western Telephone Company.....	842.56	115.51	9,761.08	10,928.01	164,423.81	175,849.82
Utah, Nevada and Idaho Telephone Company.....	3,991.34	4,393.54	3,624,080.98	2,536,704.33	131,682,086.37	129,145,990.54
Western Union Telephone Company.....	12,942,891.21	9,329,065.69		1,595.02		
White Pine Telephone Company.....		1,193.89				
Yerington Electric Company.....	8,865.08	22,286.25				
Totals	\$287,116,560.01	\$277,145,779.98	\$11,665,218.73	\$17,383,460.88	\$204,176,708.08	221,598,904.82

Italic figures denote reduction in cost.

INCOME ACCOUNT

Company	Gross earnings from operation		Operating expenses		Net operating income or deficit	
	1911	1912	1911	1912	1911	1912
American Express Company ^a	\$41,633,196.15	\$43,714,874.32	\$38,369,324.23	\$42,002,853.06	\$3,313,871.92	\$1,712,021.26
Globe Express Company ^a	700,429.51	773,218.77	674,699.62	717,130.76	25,759.89	16,088.02
Wells, Fargo & Company Express ^a	25,107,427.79	32,465,970.55	22,791,812.69	29,823,125.61	2,375,615.10	2,542,846.94
Nevada Interurban Railway	6,101.66	5,562.00	5,631.82	4,988.95	469.83	573.06
Reno Traction Company	51,053.93	51,172.08	38,466.97	38,459.68	12,586.96	12,712.40
The Pullman Company	35,697,582.06	37,090,413.49	28,746,647.52	27,189,829.41	8,950,934.56	9,900,584.08
Bridgeport Telephone and Telegraph Company	360.00	360.00	120.00	120.00	240.00	240.00
California and Oregon Telephone Company	10,706.32	10,602.24	7,553.89	7,536.92	3,149.43	3,065.32
Consolidated Power and Telephone Company	15,238.42	1,712.55	9,553.99	1,303.09	5,729.53	409.46
Elko County Telephone and Telegraph Company	6,231.06	18,702.88	4,610.43	14,115.47	1,587.11	4,587.11
Golconda Telephone and Power Company	1,106.89	7,514.55	573.40	4,761.61	1,630.65	2,752.94
Moapa Valley Telephone Company	13,243.80	17,153.35	14,690.07	7,594.00	536.49	9,564.35
Nevada Consolidated Telephone and Telegraph Company	71,156.29	7,461.54	51,898.68	14,691.56	1,444.37	7,330.02
Nevada Northern Railway Telegraph Department	1,442.86	70,319.22	899.30	47,444.24	19,272.61	22,874.98
Northern Nevada Telephone and Telegraph Company	14,444.55	13,696.92	21,031.01	18,943.43	6,563.56	97.80
Postal Telegraph Cable Company	14,093,487.00	15,896,183.00	10,995,314.00	18,309.79	3,413,173.00	4,723.87
Pacific Telephone and Telegraph Company	2,861.86	1,130.84	2,459.32	1,015.33	402.04	115.51
Searchlight and Western Telephone Company	11,194.32	14,890.01	7,292.19	9,232.08	3,902.13	5,657.93
Utah, Nevada and Idaho Telephone Company	85,473,752.88	41,661,439.48	28,193,446.86	32,639,238.70	7,285,346.02	9,023,200.78
Western Union Telegraph Company		15,808.85		7,561.58		7,727.27
White Pine Telephone Company		5,745.58		4,860.04		925.54
Yerington Electric Company			6,529.55		683.96	
Totals	\$159,948,321.99	\$171,845,368.15	\$127,943,605.64	\$144,510,824.30	\$25,405,815.93	\$27,332,544.85

^aOperating expense include amounts paid for express privileges.*Italic figures denote deficit.*

INCOME ACCOUNT

Company	All other income		Taxes paid		Gross corporate income	
	1911	1912	1911	1912	1911	1912
American Express Company	\$1,505,561.64	\$1,536,157.64	\$353,357.60	\$371,606.09	\$4,466,075.96	\$2,876,572.81
Globe Express Company	179,803.57	153,312.02	9,812.15	8,918.97	196,751.31	160,481.07
Wells, Fargo & Company Express	1,376,358.21	1,270,481.57	248,909.50	356,764.21	3,503,063.81	3,453,552.10
Nevada Interurban Railway					8,120,762.97	12,568.69
Reno Traction Company	30.46	1,431.29	1,147.94	1,575.00	11,471.48	8,668,326.64
The Pullman Company			880,171.59	981,134.02	240.00	240.00
Bridgeport Telephone and Telegraph Company					3,000.98	2,809.17
California and Oregon Telegraph Company			148.45	256.15	1,944.35	4,756.23
Consolidated Power and Telephone Company	174.70	131.07	70.23	114.00	5,461.23	4,296.53
Elko County Telephone and Telegraph Company			288.30	300.58	4,490.50	2,689.35
Golconda Telephone and Power Company	2,979.20		109.35	123.59	517.49	
Moapa Valley Telephone Company			18.00			
Nevada Consolidated Telephone and Telegraph Company						
Nevada Northern Railway Telegraph Department			599.45	599.45	1,446.37	9,564.35
Nevada Telephone-Telegraph Company			1,598.90	1,413.74	17,673.71	7,829.47
Northern Nevada-Telegraph and Telephone Company					553.56	21,461.24
Postal Telegraph Cable Company			612.05	863.31	5,596.46	56.98
Pacific Telephone and Telegraph Company	960,140.00	1,200,341.00	539,322.00	544,005.00	3,833,991.00	5,556.18
Searchlight and Western Telephone Company			122.97	92.95	279.07	4,735,779.00
Utah, Nevada and Idaho Telephone Company			219.99	246.43	3,682.14	22.56
Western Union Telephone Company	1,680,196.23	1,326,397.67			8,965,542.25	5,411.50
White Pine Telephone Company						10,348,568.45
Yerington Electric Company					688.95	7,462.87
Totals	\$5,706,244.01	\$5,495,222.26	\$1,965,899.08	\$2,218,318.71	\$29,127,623.27	\$30,802,642.48

Italic figures denote deficit.

INCOME ACCOUNT

Company	Total deductions from gross corporate income		Net corporate income		Dividends paid	
	1911	1912	1911	1912	1911	1912
American Express Company	\$50,067.83	\$63,313.13	\$4,416,006.13	\$2,313,259.63		
Globe Express Company			136,761.31	160,491.07	\$130,042.00	\$180,042.00
Wells, Fargo & Company Express	13,171.31	11,877.79	3,489,892.60	3,441,674.31	2,896,740.00	2,896,740.00
Nevada Interurban Railway			469.83	573.05		
Reno Traction Company	4,087.41	4,540.22	7,414.07	8,028.47		
The Pullman Company			8,120,762.97	8,068,326.64	9,607,371.67	9,599,460.66
Bridgeport Telephone and Telegraph Company			240.00	240.00		
California and Oregon Telegraph Company		2,624.64	3,000.88	248.63	2,986.00	
Consolidated Power and Telephone Company	1,170.00	942.60	774.85	3,813.73		
Elko County Telephone and Telegraph Company	3,221.98	8,060.82	2,239.25	3,764.39	3,316.00	3,544.40
Golconda Telephone and Power Company	489.17	389.48	4,001.33	2,249.87	1,193.80	1,894.00
Mosapa Valley Telephone Company	157.35		360.14		315.70	
Nevada Consolidated Telephone and Telegraph Company				9,664.35		
Nevada Northern Railway Telegraph Department			1,446.87	7,839.47		
Nevada Telephone-Telegraph Company	15,180.66	9,438.79	4,091.95	13,436.19		
Northern Nevada Telegraph and Telephone Company			653.56	56.98		
Postal Telegraph Cable Company			6,599.45	5,696.78		
Pacific Telephone and Telegraph Company	2,813,520.00	3,096,668.00	1,020,471.00	1,069,121.00	1,060,000.00	1,306,760.00
Searchlight and Western Telephone Company			279.07	22.66	1,000.00	600.00
Tab, Nevada and Idaho Telephone Company			3,662.14	5,411.60		
Western Union Telegraph Company	3,668,574.29	5,095,014.19	5,371,967.96	5,235,654.28	2,991,304.60	2,991,823.50
White Pine Telephone Company		2,890.62		6,072.25		
Yerington Electric Company		1,306.19		360.65		
Totals	\$6,404,610.00	\$8,298,448.47	\$22,684,612.17	\$22,067,664.76	\$16,264,219.67	\$16,483,846.36

Italic figures denote deficit.

DIRECTORS AND OFFICERS OF EXPRESS, ELECTRIC-RAILWAY, CAB, TELEGRAPH AND TELEPHONE COMPANIES

American Express Company

Directors—James C. Fargo, New York, N. Y.; Francis F. Flagg, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; John H. Bradley, New York, N. Y.; William H. Seward, Auburn, N. Y.; John G. Milburn, New York, N. Y.; Charles M. Pratt, New York, N. Y.; J. Horace Harding, New York, N. Y.; James S. Alexander, New York, N. Y.

Officers—President, James C. Fargo, New York, N. Y.; First Vice-President, Francis F. Flagg, New York, N. Y.; Secretary, William C. Fargo, New York, N. Y.; Vice-President and Treasurer, James F. Fargo, New York, N. Y.; General Counsel, Carter, Ledyard & Milburn, New York, N. Y.; Comptroller, William E. Powelson, New York, N. Y.; Vice-President and General Manager Eastern Department, Henry S. Julier, New York, N. Y.; Vice-President and General Manager Western Department, George C. Taylor, Chicago, Ill.; Manager of Foreign Department, United States and Canada, Marcellus F. Berry, New York, N. Y.; Manager of Foreign Department, Europe, William S. Dalliba, Paris, France; Manager Department of Equipment and Supplies, Elisha Flagg, New York, N. Y.; Vice-President and General Traffic Manager, John H. Bradley, New York, N. Y.; Assistant Traffic Manager, Edwin E. Bush, New York, N. Y.

The Globe Express Company

Directors—George J. Gould, New York, N. Y.; E. T. Jeffery, New York, N. Y.; Chas. H. Schlacks, San Francisco, Cal.; J. F. Vaile, Denver, Colo.; Jesse White, New York, N. Y.; J. W. Gilluly, Denver, Colo.; J. B. Anderson, Denver, Colo.

Officers—President, Chas. H. Schlacks, San Francisco, Cal.; Vice-President, E. T. Jeffery, New York, N. Y.; Secretary, J. B. Anderson, Denver, Colo.; Treasurer, J. W. Gilluly, Denver, Colo.; General Counsel, J. F. Vaile, Denver, Colo.; Auditor, L. C. Keller, Denver, Colo.; General Manager, D. D. Mayo, Denver, Colo.

Wells, Fargo & Company

Directors—B. D. Caldwell, F. D. Underwood, C. A. Peabody, H. W. DeForest, R. Delafield, T. M. Warberg, W. V. S. Thorne, W. Mohl, L. F. Larce, H. E. Huntington, of New York, N. Y.; E. A. Stedman, Chicago, Ill.; William Sproule and W. F. Herrin, of San Francisco, Cal.

Officers—President, B. D. Caldwell, New York, N. Y.; Vice-President, A. Christenson, San Francisco, Cal.; Vice-President, E. A. Stedman, Chicago, Ill.; Secretary, C. H. Gardiner, New York, N. Y.; Treasurer, B. H. River, New York, N. Y.; General Counsel, C. W. Stockton, New York, N. Y.; Comptroller, J. W. Newlean, Chicago, Ill.; Assistant Comptroller, R. Burr, New York, N. Y.; General Manager, A. Christenson, San Francisco, Cal.; General Manager, E. A. Stedman, Chicago, Ill.; General Traffic Manager, F. S. Holbrook, New York, N. Y.; Traffic Manager, Geo. S. Lee, New York, N. Y.

Nevada Interurban Railway Company

Directors—L. W. Berrum, Geo. W. Perkins, J. M. Short, Fred Grob, and S. H. Rosenthal, of Reno Nevada.

Officers—President, L. W. Berrum; Secretary, S. H. Rosenthal; Treasurer, Fred Grob; General Manager and General Superintendent, L. W. Berrum, all of Reno, Nevada.

Reno Traction Company

Directors—H. Fleishacker, Joseph Martin, John A. Buck, M. Fleishacker, Alden Anderson, William Matson, Wellington Gregg, Jr., all of San Francisco, Cal.

Officers—Chairman of the Board and President, H. Fleishacker; First Vice-President, John A. Buck; Second Vice-President, R. E. Wallace; Secretary, Joe Martin; Treasurer, M. Fleishacker; General Counsel, S. C. Schelline; Auditor, and General Manager, H. A. Mitchell, all of San Francisco, Cal.

The Pullman Company

Directors—George F. Baker, Chauncey Keep, Robert T. Lincoln, John J. Mitchell, J. Pierpont Morgan, Norman B. Ream, John S. Runnells, Frederick W. Vanderbilt, William K. Vanderbilt, W. Seward Webb. Addresses not shown.

Officers—Chairman of the Board, Robert T. Lincoln; President, John S. Runnells; Secretary, A. S. Weinsheimer; Treasurer, L. S. Taylor, all of Chicago, Ill.

Bridgeport Telephone and Telegraph Company

Sole Owner—A. S. Bryant, Bridgeport, Cal.

California and Oregon Telegraph Company

Directors—N. S. McKinsey, A. Sifford, J. Alexander, J. Grass, and D. Knoch, all of Susanville, Cal.

Officers—President, Jules Alexander; Secretary, F. Burnhouse; Treasurer, Bank of Lassen County; Vice-President and Superintendent, N. S. McKinsey, all of Susanville, Cal.

Consolidated Power and Telephone Company

Directors—F. A. Clark, Ed. W. Clark, John S. Park, and W. S. Park, all of Las Vegas, Nevada.

Officers—President, F. A. Clark; Secretary and Treasurer, John S. Park; Manager, W. S. Park, all of Las Vegas, Nevada.

Elko County Telephone and Telegraph Company

Directors—W. T. Smith, Elko, Nevada; A. W. Hesson, Elko, Nevada; J. J. Hylton, Skelton, Nevada; C. B. Henderson, Elko, Nevada; C. H. Prentice, Elko, Nevada.

Officers—President, W. T. Smith, Elko, Nevada; Vice-President, A. W. Hesson, Elko, Nevada; Secretary, C. H. Prentice, Elko, Nevada; Depository, Henderson Banking Company, Elko, Nevada.

Golconda Telephone and Power Company

Directors—William Kent, Kentfield, Cal.; Jno. E. Webb, Kentfield, Cal.; Jno. G. Taylor, Lovelock, Nevada; Stewart G. Mollin, Golconda, Nevada; Drury P. Osborne, Dutton, Nevada.

Officers—President, Jno. E. Webb, Kentfield, Cal.; Secretary and Treasurer, Stewart G. Mollin, Golconda, Nevada; Superintendent, C. B. Welshons, Winnemucca, Nevada.

Nevada Consolidated Telephone and Telegraph Company

Directors—Alfred Karge, Mrs. James G. Sweeney, James G. Sweeney, all of Carson City, Nevada.

Officers—President and General Manager, Alfred Karge; Vice-President, Mrs. James G. Sweeney; Secretary and Treasurer, James G. Sweeney, all of Carson City, Nevada.

Nevada Northern Railway Telegraph Line

Directors and Officers—See Nevada Northern Railway Annual Reports.

Nevada Telephone-Telegraph Company

Directors—George Wingfield, Reno, Nevada; Eugene Howell, Tonopah, Nevada; J. M. Gilfoyle, Tonopah, Nevada; W. R. Williams, Tonopah, Nevada; W. J. Douglas, Tonopah, Nevada; T. D. Murphy, Goldfield, Nevada; F. G. Waterhouse, Tonopah, Nevada.

Officers—President, George Wingfield, Reno, Nevada; Vice-President, F. G. Waterhouse, Tonopah, Nevada; Treasurer, J. M. Gilfoyle, Tonopah, Nevada; Secretary, F. P. Oke, Tonopah, Nevada; General Manager, F. G. Waterhouse, Tonopah, Nevada.

Northern Nevada Telephone Company

Directors—John G. Taylor, Lovelock, Nevada; J. L. Winter, White Rock, Nevada; Phillip Snyder, Auburn, Cal.; J. J. Allube, Berkeley, Cal.

Officers—Not shown.

Postal Telegraph-Cable Company

Directors—Clarence H. Mackay, Edward J. Nally, Charles P. Bruch, Charles C. Adams, all of New York, N. Y.

Officers—President, Clarence H. Mackay; Vice-President and General Manager, Edward J. Nally; Second Vice-President, Charles C. Adams; Third Vice-President, Charles P. Bruch; Secretary, William B. Dunn; Treasurer, Theo. L. Cuyler, all of New York, N. Y.

The Pacific Telephone and Telegraph Company

Directors—E. C. Bradley, J. C. Cebrian, William H. Crocker, F. G. Drum, F. W. Eaton, M. Ehrman, Louis Glass, G. D. Greenwood, Timothy Hopkins, Homer S. King, Walter S. Martin, J. M. Quay, H. T. Scott, E. J. Zimmer, of San Francisco, Cal.; J. C. Ainsworth, of Portland, Ore.; Theodore N. Vail, of New York, N. Y.; and O. J. Woodward, of Fresno, Cal.

Officers—President, H. T. Scott; First Vice-President, E. C. Bradley; Second Vice-President, E. J. Zimmer; Third Vice-President, Louis Glass; Secretary and Treasurer, F. W. Eaton; General Auditor, F. C. Phelps; Chief Counsel, E. S. Pillsbury; Assistant General Manager, G. B. Bush; Assistant Secretary and Treasurer, Geo. J. Petty, all of San Francisco, Cal.

Searchlight and Western Telephone Company

Directors—B. Macready, T. A. Brown, J. B. Chamberlain, J. E. White, C. H. Jonas, all of Searchlight, Nevada.

Officers—President, B. Macready; Treasurer, J. E. White; Vice-President, T. A. Brown, all of Searchlight, Nevada.

Utah, Nevada and Idaho Telephone Company

Directors—J. F. Judge, H. H. Hempstead, H. L. Thomas, A. C. Ellis, Jr., of Salt Lake City, Utah; W. C. Baber, Sr., of McDermott, Nevada; R. L. Douglas, of Fallon, Nevada.

Officers—President, J. F. Judge; Secretary and Treasurer, H. H. Hempstead; Superintendent, H. L. Thomas, all of Salt Lake City, Utah.

The Western Union Telegraph Company

Directors—Union N. Bethel, Robert C. Clowery, Henry P. Davidson, Chauncey M. Depew, Harris C. Fahnestock, Henry M. Flagler, Robert M. Gallaway, Edwin Gould, George J. Gould, Edward J. Hall, Thomas H. Hubbard, Edward T. Jeffery, Charles Lanier, Lewis Cass Ledyard, Robert S. Lovett, William H. Moore, J. Pierpont Morgan, Jacob H. Schiff, Joseph J. Slocum, James Stillman, Harry B. Thayer, Theo. N. Vail, Henry Walters, John I. Waterbury, all of New York, N. Y.;

Oliver Ames, Henry S. Howe, Robert Winsor, all of Boston, Mass.; Henry A. Bishop, of Bridgeport, Conn.

Officers—President, Theo. N. Vail; Vice-President, N. Carlton; Vice-President, J. B. VanEvery; Vice-President, G. W. E. Atkins; Vice-President, Thos. F. Clark; Secretary, W. H. Baker; Treasurer, A. R. Brewer; General Auditor, E. G. Gallaher; General Manager, B. Brooks; General Counsel, Rush Taggart; General Attorney, G. H. Fearons, all of New York, N. Y.; General Superintendent (Nevada), C. H. Gaunt, of San Francisco, Cal.

White Pine County Telephone Company

Directors—Chas. A. Walker, Arthur Smith, Henry N. Byrne, all of Ely, Nevada.

Officers—President, Chas. A. Walker; Vice-President, Arthur Smith; Secretary and Treasurer, Henry N. Byrne; Manager, James S. Bennett, all of Ely, Nevada.

Yerington Electric Company

Directors—None.

Officers—President, J. I. Wilson; Treasurer, C. W. Gallagher; Secretary, E. B. Lam; Manager, Geo. Plummer, all of Yerington, Nevada.

**ACCIDENT REPORT OF RAILROADS OPERATING IN NEVADA
FOR THE YEAR ENDING DECEMBER 31, 1912; REPORT
OF PASSES, FRANKS AND REDUCED RATE TRANS-
PORTATION ISSUED BY RAILROADS AND EXPRESS
COMPANIES IN NEVADA DURING THE YEARS 1911 AND
1912, AND STATEMENT OF EXPENSES OF THE RAIL-
ROAD COMMISSION OF NEVADA FOR THE YEAR 1912.**

ACCIDENTS RESULTING IN THE DEATH OR INJURY OF PERSONS ON ALL RAILROADS OPERATING IN NEVADA
DURING THE YEAR 1912

Nature of accident	Passengers			Trainmen			Switching crews			Other yardmen			Other employees			Trespassers			Total		
	K.			I.			K.			I.			K.			I.			K.		
	L.	K.	I.	L.	K.	I.	L.	K.	I.	L.	K.	I.	L.	K.	I.	L.	K.	I.	L.	K.	I.
Car repair work.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Caught between cars.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Caught being together with jar.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Caught between train and structure.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Collisions.....	46	0	10	4	15	0	0	0	0	0	0	0	12	0	4	0	6	4	0	0	0
Derailments.....	23	3	3	3	3	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
Explosions and burns.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Falling from trains.....	1	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0
Getting on or off standing trains.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Handling traffic.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jumping on or off trains.....	0	1	1	3	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0
Overcome by gas fumes.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overhead structures.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parting of cars.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shop work.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Struck by trains.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown from train.....	0	1	0	0	4	0	0	0	0	0	0	0	123	1	0	0	6	5	10	0	0
Track work.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Work in enginehouses.....	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
Other causes.....	0	17	0	0	0	0	0	0	0	0	0	0	21	0	0	0	2	0	0	0	0
Totals.....	1	89	8	60	0	10	0	4	1	1	8	225	10	24	28	413					

K., killed. I., injured.

RECAPITULATION OF ANNUAL REPORTS OF RAILROADS FOR THE YEAR ENDING DECEMBER 31, 1911, CONCERNING
THE ISSUANCE OF PASSES, FRANKS, OR RATES LESS THAN THOSE OPEN TO THE GENERAL PUBLIC

Item	Number of passes, franks, or special reduced rates issued by—												
	Totals	Wells, Fargo & Co.	Western Pacific	Virginia and Truckee	Tonopah and Tide-water	Tonopah and Gold-field	Southern Pacific Co.	Silver Peak	San Pedro, Los Angeles and Salt Lake	Reno Traction Co.	Pullman Company	Nevada Northern	Nevada Interurban
In exchange—													
Annual passes	0	29	2,229	81	75	1,274	54	100	0	0	88	35	0
Time passes	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip passes	0	0	0	0	0	0	0	0	0	0	0	0	0
Special reduced rates	0	2	2	2	2	2	2	2	2	2	2	2	2
Totals	0	31	2,268	362	196	1,468	154	106	7	7	161	46	0
To employees—													
Annual passes	1	1	420	29	7	189	307	6	91	0	0	44	0
Time passes	1	0	24	0	0	0	1	0	0	0	0	346	0
Trip passes	7	0	1,914	612	170	482	3,985	10	1,919	23	1	729	0
Special reduced rates	0	0	0	11	0	148	589	0	0	0	0	0	0
Totals	9	1	1,758	662	177	819	4,862	16	2,010	23	1	1,119	0
To United States officials, etc.—													
Annual passes	0	0	0	1	0	0	0	0	0	0	0	0	0
Time passes	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip passes	0	0	0	0	0	0	0	0	0	0	0	0	0
Special reduced rates	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	2	0	0	0	0	0	0	0	0	0

To indent poor, etc.—
Annual passes.....
Time passes.....
Trip passes.....
Special reduced rates.....
Totals.....
To all other persons—
Annual passes.....
Time passes.....
Trip passes.....
Special reduced rates.....
Totals.....
Grand totals.....

NOTES—The subheadings indicate the following class of passes issued:

The shortcomings indicate the following class of passes issued. In exchange: Transportation to officials, agents and employees of other roads.

To employees: Transportation to employees and ex-employees seeking employment of the company making report.

To United States officials, etc.; Transportation to United States officials, postoffice inspectors, railway mail service employees, health officers, etc.

gospel, officers of colleges, students, etc.

To all other persons: Transportation to all other persons not named above.

RECAPITULATION OF ANNUAL REPORTS OF RAILROADS FOR THE YEAR ENDING DECEMBER 31, 1912, CONCERNING
THE ISSUANCE OF PASSES, FRANKS, OR RATES LESS THAN THOSE OPEN TO THE GENERAL PUBLIC

Item	Number of passes, franks, or special reduced rates issued by—												
	Totals	Western Pacific	Virginia and Truckee	Tonopah and Tidewater	Tonopah and Goldfield	Southern Pacific Co.	Silver Peak	San Pedro, Los Angeles and Salt Lake	Reno Traction Co.	Pullman Company	Nevada Northern	Nevada Interurban	Nevada Copper Belt
In exchange—													
Annual passes	4,880	2,281	60	68	1,233	70	64	0	0	68	35	0	240
Time passes	35	35	0	0	0	0	0	0	0	0	0	0	0
Trip passes	743	36	114	72	171	28	2	1	6	67	10	0	82
Special reduced rates	47	0	1	1	7	34	0	0	0	0	0	0	0
Totals	5,506	2,352	175	136	1,411	130	66	1	6	135	45	0	272
To employees—													
Annual passes	1,155	419	48	6	175	243	4	45	0	0	47	0	116
Time passes	337	38	0	0	0	0	0	0	0	0	333	0	0
Trip passes	9,589	1,088	44	82	246	5,092	19	732	22	4	733	0	620
Special reduced rates	680	0	3	0	0	616	0	0	0	0	1	0	0
Totals	11,761	1,500	492	88	420	5,887	17	778	22	4	1,148	0	741
To United States officials, etc.—													
Annual passes	11	3	1	0	0	3	0	0	0	0	0	0	5
Time passes	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip passes	3	9	0	0	0	0	0	0	0	0	0	0	3
Special reduced rates	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	14	2	1	0	0	3	0	0	0	0	0	0	8

**GENERAL EXPENSES OF THE RAILROAD COMMISSION OF NEVADA
FOR THE YEAR 1912**

Rent.....	\$360.00
Stamps and postoffice box-rent.....	212.50
Office stenographers.....	1,800.00
Outside stenographic fees.....	67.25
Fuel.....	93.50
Publishing railroad maps.....	52.51
Telegraph service.....	106.78
Telephone service.....	56.70
Express charges.....	36.25
Electric-light service.....	15.50
Furniture.....	5.00
To state printers, publishing 1911 annual report.....	761.25
Paper and envelopes.....	33.50
Other stationery.....	140.30
Drayage.....	15.50
Typewriter repairs and supplies.....	39.25
Janitor service.....	112.50
Books and periodicals.....	42.50
Classification hearings.....	106.00
Traveling expenses.....	1,354.45
Water service.....	18.00
Reuter figuring machine.....	300.00
Expert accountant services.....	166.66
Miscellaneous.....	40.70
Total	\$5,936.65

**LIST OF AUTHORITIES ISSUED BY THE RAILROAD COMMISSION OF
NEVADA GRANTING RAILROADS AND OTHER COMPANIES THE
PRIVILEGE OF REDUCING RATES ON LESS THAN THE STATU-
TORY NOTICE OF THIRTY DAYS. COMMENCING WITH JANUARY
1, 1912, AND ENDING DECEMBER 31, 1912.**

AUTHORIZATIONS

Authority No. 186—Silver Peak Railroad Company, applicant. Authority asked to cancel rate of 40 cents per hundredweight on old iron pipe from Blair, Nevada, to Mound House, Nevada, making cancelation effective on less than thirty days' notice. Authority denied account increase. Application received January 23, 1912, denied January 24, 1912.

Authority No. 187—Tonopah and Goldfield Railroad Company, applicant. Authority asked to establish free rate for the transportation of water in carload lots from Tonopah Junction and Blair Junction to Coal-dale, Nevada; no charges to be made for the transportation. Application received February 21, 1912, granted February 28, 1912.

Authority No. 188—Tonopah and Goldfield Railroad Company, applicant. Authority asked to amend Southern Pacific and Tonopah and Goldfield Railroads' joint tariff N. R. C. 57, so as to apply rate of 25 cents per hundred pounds on railroad ties between the points named in tariff, which is from Verdi and intermediate points to Goldfield and intermediate points. Application received March 27, 1912, granted same date. To become effective on two days' notice.

Authority No. 189—Denied. Application of the owner of the Eureka and Palisade Railroad Company to cancel that company's local freight tariff No. 2, N. R. C. No. 1, effective on less than thirty days' notice. Denied account increase in rates. Application received March 28, 1912, denied March 29, 1912.

Authority No. 190—Application received from the owner of the Eureka and Palisade Railway Company for authority to cancel that company's local passenger tariff No. 2, N. R. C. No. 1, effective on less than thirty days' notice. Authority denied account increase in rates. Application received March 28, 1912, denied March 29, 1912.

Authority No. 191—The Pullman Company filed Supplement No. 1 to its tariff N. R. C. No. 3, amending Rule 9 of the original tariff, to take effect April 24, 1912. This supplement having been received in the Commission's office on March 29, 1912, the same had been filed, giving only twenty-six days' notice, but as all changes in Nevada rates were decreases, an authority was issued by the Commission for the same to take effect on less than the regular thirty days' notice. Authority granted March 29, 1912.

Authority No. 192—The Wells, Fargo & Company Express filed its Supplement No. 5-A to its local tariff No. 38-A, N. R. C. No. 7, to become effective April 11, 1912. This supplement was received in the Commission's office on March 30, 1912, and the same gave only twelve days' notice to the Commission before the rates became effective. As all changes in the supplement were reductions in rates, the Commission issued an authority for the same to become effective on less than the regular thirty days' notice. Authority granted March 30, 1912.

Authority No. 193—American Express Company, applicant, applica-

tion for authority to make American Express Company local commodity tariff No. N. R. C. 20 effective April 10, 1912. Authority granted, account all changes being decreases in rates. Authority granted April 18, 1912.

Authority No. 194—Eureka-Nevada Railway Company, applicant. Authority asked to publish freight and passenger tariff to cover local rates on the road, effective May 6, 1912. Application received April 17, 1912, granted the same date.

Authority No. 195—Eureka-Nevada Railway, applicant. Authority asked to transport freight and passengers on the company's line prior to the time regular tariffs were to become effective, in order to relieve situation in Eureka, Nevada. Authority granted, provided that no discrimination in rates be made. Application received April 22, 1912, granted the same date.

Authority No. 196—The Pullman Company, applicant. Reduced rates for berths, drawing-rooms, compartments and seats in standard cars and berths and seats in tourist cars between Nevada points for distances of five hundred miles or less. Application received April 23, 1912, granted April 24, 1912.

Authority No. 197—Virginia and Truckee Railway, applicant. Requesting authority to reduce rates on fuel wood, including cord and slab wood, also mill blocks, mill refuse and broken lumber in straight or mixed carload lots from Reno, Washoe and Minden, Nevada, to various points on its line. The same to become effective May 13, 1912. Application received May 7, 1912, granted May 8, 1912.

Authority No. 198.—San Pedro, Los Angeles and Salt Lake Railroad Company, applicant. Requesting authority to cancel Rule 6, page 4 of tariff N. R. C. No. 61, to become effective June 7, 1912, account inauguration of service on Moapa and St. Thomas, Nevada, branch. The cancellation of this rule made rates named in tariff effective on the branch referred to. Application received June 4, 1912, granted June 5, 1912.

Authority No. 199—Postal Telegraph Cable Company, applicant. Requesting authority to reduce telegraph rates from Elko, Winnemucca, Tonopah, Manhattan, Leland, Lovelock, Goldfield, Reno, and Verdi to other points in Nevada. Application received June 7, 1912, granted June 17, 1912.

Authority No. 200—Virginia and Truckee Railway, applicant. Requesting authority to establish rate of \$2 per ton of 2,000 pounds on bran, flour, grain; whole, rolled or cracked; middlings and screenings in straight or mixed carloads, minimum weight 30,000 pounds, from Minden, Nevada, to Reno, Nevada, to become effective June 20, 1912. Application received June 18, 1912, granted the same date.

Authority No. 201—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to name free rates on shipment of stone, Mina to Tonopah, account drilling contest at Fourth-of-July celebration. Application received June 26, 1912, granted the same date.

Authority No. 202—Western Union Telegraph Company, applicant. Authority to reduce rates for telegraph service between all points in the State of Nevada, such reduction to take effect July 1, 1912. Application received June 28, 1912, granted the same date.

Authority No. 203—Virginia and Truckee Railway, applicant. Request-

ing authority to reduce rate on ore in carload lots from Virginia City to Mound House, Nevada. Application received June 29, 1912, granted the same date.

Authority No. 204—Virginia and Truckee Railway, applicant. Requesting authority to name rate of \$75 for special engine service from Minden to Reno for the movement of one coach and two baggage cars. Application received July 24, 1912, granted the same date. The rate to become effective July 18, 1912.

Authority No. 205—Virginia and Truckee Railway, applicant. Requesting authority to establish a round-trip passenger fare with a three-day limit from Reno to Bowers and return at the rate of \$1 for the round trip, the same to take effect July 20, 1912, and to remain in effect for a period exceeding thirty days. Application received July 24, 1912, granted the same date.

Authority No. 206—Virginia and Truckee Railway, applicant. Requesting authority to establish a rate of \$1 per ton of 2,000 pounds upon brick in carload lots, minimum weight 24,000 pounds, from Carson City, Nevada, to Minden, Nevada, the same to become effective July 23, 1912. Application received July 21, 1912, granted the same date.

Authority No. 207—Denied. Nevada Copper Belt Railroad, applicant. Requesting authority to name rate of \$5 per car for switching gypsum in carload lots from the gypsum mill at Ludwig to the station yards at that point, to become effective on ten days' notice. Denied account increase in rates. Application received July 24, 1912, denied the same date.

Authority No. 208—The Wells, Fargo and Company Express were notified by the Commission that they would be granted authority to transport free of charge all express for the relief of the flood sufferers at Mazuma, Nevada. The company notified the Commission that all such express would be carried free.

Authority No. 209—Pacific Freight Tariff Bureau, on behalf of the Southern Pacific Company and Tonopah Goldfield Railroad Company, applicant. Requesting authority to reduce rate on cereals and hay in carload lots from Kodak and Lovelock, Nevada, to points on the Tonopah and Goldfield Railroad to the same basis as from Reno, Nevada, to take effect immediately. Application received July 30, 1912, granted the same date.

Authority No. 210—Virginia and Truckee Railway, applicant. Requesting authority to name rate of \$1.60 per ton on sand in carload lots, minimum weight 24,000 pounds, from Sand Cut, Nevada, to Virginia City, Nevada, to become effective July 31, 1912. Application received August 1, 1912, granted August 3, 1912.

Authority No. 211—Pacific Freight Tariff Bureau, on behalf of the Southern Pacific Company and the Nevada Copper Belt Company, applicant. Requesting authority to publish rate of 90 cents per ton of 2,000 pounds on crude gypsum in carload lots, minimum weight 60,000 pounds, from Ludwig, Nevada, to Reno, Nevada, via Wabuska. Application received August 2, 1912, granted August 3, 1912, the rate to become effective immediately.

Authority No. 212—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to establish joint rate with the Southern

Pacific Company on two days' notice on ore in carload lots, \$30, \$40, \$50, \$100, \$200, and \$300 per ton in value, from all points on the Tonopah and Goldfield Railroad to Wabuska, Nevada. Application received August 6, 1912, granted the same date.

Authority No. 213—Nevada Copper Belt Railroad, applicant. Requesting authority to protect a free rate on 11 cans of fish fry, Wabuska to Hudson, Nevada, and also to issue free rate to party in charge of same. Application received August 10, 1912, granted the same date.

Authority No. 214—Pacific Freight Tariff Bureau, on behalf of the Southern Pacific Company and Tonopah and Goldfield Railroad Company, applicant. Requesting authority to name rate of \$3.50 per ton of 2,000 pounds on common and pressed brick in carload lots, minimum weight 40,000 pounds, from Reno, Nevada, to Tonopah, Nevada, the same to take effect on one day's notice. Application received August 21, 1912, granted the same date.

Authority No. 215—Eureka-Nevada Railway, applicant. Requesting authority to issue new local tariff on one days' notice, to cover rates on Eureka-Nevada Railway. Application received August 28, 1912, granted the same date, on condition that new tariff contains no increases in rates.

Authority No. 216—Pacific Freight Tariff Bureau, on behalf of the Virginia and Truckee Railway, Southern Pacific Company, and Tonopah and Goldfield Railroad Company, applicant. Requesting authority to name rate of \$4 per ton on common and pressed brick in carload lots, minimum weight 40,000 pounds, Carson City to Tonopah, via Mound House and Mina, the same to take effect on one day's notice. Application received August 31, 1912, granted the same date.

Authority No. 217—Western Union Telegraph Company, applicant. Requesting authority to establish new schedule of telegraph rates effective on less than thirty days' notice. As this new schedule contained some increases in rates and many decreases, the Commission held that all decreases might go into effect immediately, while all increases must not take effect until thirty days' notice had been given. Application received September 3, 1912, partially granted September 5, 1912.

Authority No. 218—Virginia and Truckee Railway, applicant. Requesting authority to issue twenty-ride commutation tickets at rate of \$5 per ticket between Mound House and Carson City, Nevada, to become effective September 9, 1912, tickets to be limited to sixty days after date of sale. Application received September 7, 1912, granted the same date.

Authority No. 219—Eureka-Nevada Railway, applicant. Requesting authority to establish rate of \$3.50 per ton on coal in carload lots from Palisade to Eureka, to become effective September 9, 1912. Application received September 10, 1912, granted the same date.

Authority No. 220—Nevada-California-Oregon Railway Company, applicant. Requesting authority to amend freight tariff N. R. C. 28, so as to provide for the cancelation of tariff N. R. C. 23, effective October 10, 1912. Application received September 10, 1912, granted September 11, 1912.

Authority No. 221—Tonopah and Tidewater Company, applicant. Requesting authority to publish rate of \$2.75 per ton on brick, minimum 40,000 pounds, Goldfield to Beatty, Nevada, effective on one day's notice. Application received September 12, 1912, granted the same date.

Authority No. 222—Tonopah and Goldfield Railroad, applicant.

Requesting authority to name excursion rate to Wabuska from points on the Tonopah and Goldfield Railroad, effective September 14, 15, and 16, reducing round-trip fares account convention of the Order of Eagles. Application received September 12, 1912, granted the same date.

Authority No. 223—Virginia and Truckee Railway, applicant. Requesting authority to publish a rate on cattle in carload lots from Minden, Nevada, to Brown, Nevada, of \$25 per car, not to exceed $36\frac{1}{2}$ feet in length, inside measurement, such rate to become effective September 20, 1912. Application received September 18, 1912, granted September 19, 1912.

Authority No. 224—Virginia and Truckee Railway, applicant. Requesting authority to name rate of 90 cents per ton on sugar beets in carload lots from Minden, Nevada, to Reno, Nevada, and a rate of 60 cents per ton on sugar beets in carload lots from Lakeview, Nevada, to Reno, Nevada, minimum carload weight 30,000 pounds, same to become effective October 8, 1912. Application received October 5, 1912, granted the same date.

Authority No. 225—Southern Pacific Company, applicant. Requesting authority to publish switching charge at Reno, Nevada, between transfer track with the Virginia and Truckee Railway and industry tracks and private sidings within switching limit, on freight in carload lots of \$2.50 per car. Application received October 7, 1912, granted October 9, 1912.

Authority No. 226—Pacific Freight Tariff Bureau, on behalf of railroad companies parties to tariffs issued by that bureau, applicant. Requesting authority to amend Item No. 12-1, of Supplement No. 3 to Pacific Freight Tariff Bureau's N. R. C. No. 22, by correcting the reference to that bureau's exception sheet No. 1-C N. R. C. No. 32. Application received October 17, 1912, granted October 19, 1912.

Authority No. 227—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to establish a rate of \$3.50 per ton, minimum weight 24,000 pounds, on second-hand machinery, power, mining, smelting and electrical, Goldfield to Tonopah, Nevada, making the same effective on two days' notice. Application received October 27, 1912, granted October 29, 1912.

Authority No. 228—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to establish a rate of \$1.75 per ton on building blocks of cement bricks in carload lots, Goldfield to Tonopah, Nevada, minimum weight 30,000 pounds, the same to become effective on two days' notice. Application received October 27, 1912, granted October 29, 1912.

Authority No. 229—Tonopah and Goldfield Railroad Company, applicant. Requesting permission to name rate of \$2 per ton, minimum weight 24,000 pounds, on carloads of old warehouse buildings, knocked down and contents, consisting of second-hand desks, chairs, etc., minimum weight 24,000 pounds, the same to take effect immediately. Application received October 31, 1912, granted the same date.

Authority No. 230—The Globe Express Company filed its tariff N. R. C. No. 27, which was received in the offices of the Commission on November 4, the same to become effective December 1, 1912. The tariff contained no increases in rates, and although the same had been filed without giving the Commission the regular thirty days' notice, an author-

ity was issued for the same to take effect December 1, 1912, the authority being issued on November 6, 1912.

Authority No. 231—Nevada Copper Belt Railroad Company, applicant. Requesting authority to reduce rates between local points on the road on rolled barley in straight carloads and potatoes in carload lots, minimum weight 30,000 pounds. All changes proposed were reductions in rates. Application received November 1, 1912, granted November 9, 1912.

Authority No. 232—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to name rate of \$1 per ton, minimum 20 tons, on ore in carload lots any valuation, Klondyke, Nevada, to Millers, Nevada, the same to take effect on one day's notice. Application received November 9, 1912, granted the same date.

Authority No. 233—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to publish rate of \$3 per ton on fresh meat in ton lots, from Tonopah to Goldfield, same to be retroactive in effect to October 26, 1912. Application received November 8, 1912, granted November 11, 1912.

Authority No. 234—Southern Pacific Company, applicant. Requesting permission to name rate on ores, concentrates, and sulphurets in carloads, valuation not to exceed \$50 per ton of 2,000 pounds and \$100 per ton of 2,000 pounds, from Manzanar, formerly Francis, Owenyo, Mt. Whitney, Avern, Swansea, and Keeler, Cal., to Hazen, Nevada. Application denied, account this Commission being without jurisdiction, the rate being interstate in character. Application received November 8, 1912, denied November 11, 1912.

Authority No. 235—Southern Pacific Company, applicant. Requesting authority to amend its tariff, N. R. C. 36, so as to provide for the transportation of ore, concentrates, copper matte, oxide of copper, in less than carload lots. Application received November 8, 1912, granted November 11, 1912.

Authority No. 236—Southern Pacific Company, applicant. Requesting authority to publish a rate of \$22 per 36½-foot car on range cattle in carload lots from Reno, Nevada, to Fallon, Nevada, the same to become effective on one day's notice. Application received November 15, 1912, granted the same date.

Authority No. 237—Las Vegas and Tonopah Railroad Company, applicant. Requesting authority to name rate of 15 cents per hundred pounds, minimum weight 30,000 pounds, on second-hand lumber and its products from Rhyolite, Nevada, to Las Vegas, Nevada, the same to become effective on one day's notice. Application received November 11, 1912, granted November 14, 1912.

Authority No. 238—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to publish a rate on general hardware stock and fixtures, consisting of shelving, counters, office furniture, crockery, glassware, enamelware, plumbing materials, stoves and ranges, etc., of \$4 per ton from Goldfield to Tonopah, Nevada, minimum weight 30,000 pounds. Application received November 16, 1912, granted November 18, 1912.

Authority No. 239—Pacific Telephone and Telegraph Company, applicant. Requesting authority to establish toll schedules covering the operation of telephone lines from Hazen, Fallon, Lovelock, and Winnemucca.

to other Nevada points. Schedules tentatively approved. Application received November 20, 1912, granted November 22, 1912.

Authority No. 240—Southern Pacific Company, applicant. Requesting authority to name rate of 55 cents per one hundred pounds, minimum weight 60,000 pounds, on sugar in carload lots, from Fallon, Nevada, to Elko, Nevada, and rate of 60 cents per one hundred pounds, minimum weight 36,000 pounds, on sugar in carload lots, Fallon, Nevada, to Elko, Nevada. Application received November 27, 1912, authorized November 29, 1912.

Authority No. 241—Skipped.

Authority No. 242—Tonopah and Goldfield Railroad Company, applicant. The company was authorized to issue free or reduced-rate transportation for Mrs. Helen C. Harford, traveling in the interest of the Nevada W. C. T. U. Application received December 2, 1912, granted December 5, 1912.

Authority No. 243—Tonopah and Tidewater Company, applicant. Requesting authority to publish a rate, effective immediately, of \$5 per ton on second-hand mill and appurtenances, from Springdale to Goldfield, Nevada, minimum weight 24,000 pounds. Application received December 9, 1912, granted the same date.

Authority No. 244—San Pedro, Los Angeles and Salt Lake Railroad Company, applicant. Requesting authority to change method of collecting train fares, effective January 1, 1913. As change in schedule resulted in decreases in rates, the authority was granted. Application received December 20, 1912, granted December 23, 1912.

**ADMINISTRATIVE, TARIFF, ACCOUNTING AND GENERAL
RULINGS OF THE RAILROAD COMMISSION OF NEVADA,
RAILROAD COMMISSION LAW, RULES OF PRACTICE, AND
FORMS.**

ADMINISTRATIVE RULINGS

January 11, 1912—Inquiry by W. D. Forster, traffic manager of the Tonopah and Goldfield Railroad Company, as to whether, under the provisions of section 8 of the Railroad Commission law, his road would be justified in issuing free transportation to professors of the University of Nevada, who were acting as Sealer and Deputy Sealers under the Weights and Measures Act of the State.

Held, That section 8 of the Railroad Commission law specifically provided for transportation of school teachers and professors at free or reduced rates, and that as the professors enumerated were merely acting as Sealer and Deputy Sealers in an ex officio capacity, they did not become state officers within the meaning of the law, and were therefore entitled to free or reduced-rate transportation, provided the railroad company was willing to furnish the same.

January 28, 1912—Inquiry from William Sproule, president of the Southern Pacific Company, relative to the legality of issuing free transportation to Captain Dave Numana, chief of the Piute Indians.

Held, That the issuance of this free transportation was legal, under the terms of section 8 of the Railroad Commission law, Indians coming under the class of indigent poor.

January 23, 1912—Letter received from J. M. Fulton, district freight and passenger agent of the Southern Pacific Company, requesting authority on behalf of the Southern Pacific Company to issue free transportation to United States livestock inspectors traveling between points in Nevada.

Held, That such free transportation could be legally issued to United States livestock inspectors when traveling for the purpose of testing the condition of live stock and also for return to starting point, but only when actually engaged in such service.

February 20, 1912—Authority granted the Southern Pacific Company and Virginia and Truckee Railway to issue free transportation to woman and children residing in Carson City at the time, and desiring to go to Salt Lake City, Utah. Authority granted account parties being too poor to pay for transportation. The Commission's authority granted permission to the companies to issue free transportation within Nevada.

March 31, 1912—Application of the Tonopah and Tidewater Company for authority to issue free transportation to Messrs. W. H. Eddy and L. L. Patrick, in exchange for right-of-way privileges granted by the parties prior to the enactment of the Railroad Commission law.

The company was authorized to issue transportation with the understanding that account would be kept of the amount of transportation used by the two parties, the full amount of charges accruing at regular rates to be charged off against the value of the right-of-way privileges, it being further understood that when the full amount had been charged off, the issuance of free transportation would be discontinued.

April 9, 1912—Inquiry from J. B. Fitzgerald, game warden of Elko County, requesting information as to whether he was entitled to free

transportation when in care of fish, for planting in the streams of Elko County, from the fish hatcheries at Verdi, Nevada.

Held, That under section 8 of the Railroad Commission law, Mr. Fitzgerald was entitled to free transportation under the circumstances described, this section of the law providing for the free or reduced-rate transportation of persons in care of live stock or perishable goods. The Southern Pacific Company was notified of this ruling.

April 3, 1912—Application of the Pacific Telephone and Telegraph Company for authority to allow a 40 per cent discount on monthly telephone rental service rendered the county of Washoe and city of Reno.

Held, That section 8 of the Railroad Commission law allowed railroads, telephone and telegraph companies to render free or reduced-rate service to the State, counties and municipalities. Authority was therefore granted.

April 13, 1912—Inquiry from W. D. Forster, traffic manager of the Tonopah and Goldfield Railroad, relative to the legality of issuing free or reduced-rate transportation to employees of the Goldfield Consolidated Milling and Transportation Company, and members of their families.

Held, That the issuance of such transportation would be lawful, as the Goldfield Consolidated Milling and Transportation Company was a common carrier under the terms of the Railroad Commission law, and section 8 of the law provided for the exchange of transportation between officers, employees and members of their families of the various railroads operating in the State.

April 17, 1912—Inquiry from G. M. Fraser, traffic manager of the Nevada Copper Belt Railroad Company, relative to the legality of issuing free or reduced-rate transportation to the minor child of a school teacher.

Held, That under section 8 of the Railroad Commission law it would be lawful to issue such transportation.

April 17, 1912—Inquiry from J. E. Stubbs, president of the University of Nevada, requesting information as to whether a Regent of the State University would be considered a state officer within the meaning of the Railroad Commission law, thus prohibiting such a person accepting free or reduced-rate transportation.

Held, That under the Railroad Commission law a Regent of the University of Nevada would be considered a state officer, and was therefore prohibited from accepting free or reduced-rate transportation over the railroads in Nevada.

April 17, 1912—Inquiry from C. O. Whittemore, vice-president and general counsel of the Las Vegas and Tonopah Railroad, relative to the legality of transporting, free of charge, material for the construction of a church at Las Vegas, Nevada.

Held, That although the Commission had previously ruled against the transportation free of material to be used in the construction of a church, it at this time believed the ruling to be too stringent. Although the act of transporting such material free might not be within the letter, it was at least within the spirit, of the law, as almost without exception churches are built by voluntary contributions which are in their nature essentially charitable donations for religious purposes. Authority was therefore granted.

May 3, 1912—Application of the Pacific Telephone and Telegraph Company for authority to grant reduced-rate telephone rental service to the Hatch Station at Verdi, Nevada.

Held, That the Hatch Station being a state institution the company could legally grant reduced-rate service.

May 4, 1912—Inquiry from Warren Olney, Jr., attorney of the Western Pacific Railway Company, relative to the legality of issuing free transportation to the members of an employee's family, the employee having been killed while in the service of the company, and the members of his family desiring transportation to the place of interment and return.

Held, That under section 8 of the Railroad Commission law it was lawful to issue such transportation free.

August 10, 1912—Inquiry from T. C. Peck, general passenger agent of the San Pedro, Los Angeles and Salt Lake Railroad Company, relative to the legality of issuing free or reduced-rate transportation to the superintendent of an Indian school.

Held, That the issuance of such transportation would be lawful, as the superintendent of an Indian school, in a case of this nature, would be classed the same as professors and teachers, for the reason that they are in charge of and supervise Indian schools, which are institutions of learning.

September 16, 1912—Application of G. M. Fraser, traffic manager of the Nevada Copper Belt Railroad Company, for authority to protect rate of \$2.50 per car on scale cars from Wabuska to Thompson, Nevada, and return, under the theory of a loaded switching movement in, and an empty movement out.

Held, That charges could be lawfully assessed on the basis suggested.

September 26, 1912—Inquiry from C. A. Norcross, Commissioner of Industry, Agriculture and Irrigation of Nevada, relative to the transportation free, or at rates less than those open to the general public, of a drilling machine, the property of the State of Nevada, used in drilling artesian wells.

Held, That the railroads operating in the State could lawfully transport the machine at free or reduced rates.

October 18, 1912—Application of G. M. Fraser, traffic manager of the Nevada Copper Belt Railroad Company, for authority to transport free of charge scale cars owned by the Southern Pacific Company, used in testing scales at Thompson, Nevada, and the scales of the Nevada Copper Belt Railroad located in the Wabuska yards.

Authority granted.

October 30, 1912—Inquiry from Krenkel & Bosch, a jewelry firm located in Winnemucca, Nevada, relative to the matter of free interstate transportation over the lines of the Southern Pacific Company and Western Pacific Railway, in exchange for regulating the watches of employees of both companies which was being done without charge.

This matter was taken up with the Interstate Commerce Commission, and that Commission ruled that under the Interstate Commerce Act, the issuance of transportation free, under the circumstances in this case, would be unlawful.

December 7, 1912—Inquiry from J. E. Bray, Superintendent of Public Instruction of the State of Nevada, relative to the legality of the Virginia

and Truckee Railway issuing free or reduced-rate transportation for sundry classes of school children whom he desired to take to Reno, Nevada, to attend the Teachers' Institute to be held there.

Held, That in view of the educational nature of allowing the school children attending the meeting referred to, the Commission could see no objection to the granting of free or reduced-rate transportation.

December 13, 1912—Application of F. R. McNamee, general attorney of the San Pedro, Los Angeles and Salt Lake Railroad Company, on behalf of the company, for authority to issue free transportation within Nevada, in exchange for newspaper advertising.

Held, That such transportation could be lawfully issued, provided regular rates were charged by both the newspapers and the railroad and a complete record of exchange was kept.

ACCOUNTING CIRCULAR No. 1

There being numerous complaints made to this Commission, informally, by various shippers and consignees in the State of Nevada, respecting the rendering of freight bills, by several railroads operating in the State of Nevada, the freight bills referred to showing, in some instances, the point of origin of shipment, destination, character of goods, weight and charges, but eliminating the rates upon which charges are assessed; and in other instances showing advanced charges and eliminating advanced charged rates, thus making it impossible for the average consignee to check his freight bills with any degree of accuracy, this Commission, after careful investigation of the matter, has deemed it advisable to make the following ruling to govern all railroads operating in the State or Nevada. It is, therefore,

Ordered: That all railroads operating in the State of Nevada, when rendering freight bills to consignees at the point of delivery of shipments, must show the rate assessed from point of origin to point of destination.

In all cases where freight bills carry advance charges, the rate or rates used in assessing the advanced charges must be shown, and also the rate or rates used in assessing the line charges, thus specifically naming the through rate.

This order is to take effect on September 1, 1909.

By order of the Commission:

E. H. WALKER, *Secretary*.

TARIFF RULING No. 1

Carriers may provide in their tariffs that limited passenger tickets may be extended in cases of the illness of the passenger holding such ticket.

Tariffs must give the title of the officer who shall have authority to give such extension, and such officer shall be required by the carrier to keep a memorandum of each instance in which such extension is given, and the date upon which it is allowed. Such information shall be subject at any time to be called for by the Commission. This rule must be applied strictly and in good faith, and upon the carrier is placed the responsibility of strict conformity thereto.

Only such illness as makes travel dangerous to health of the traveler will justify the extension herein provided for. The extension may also be granted to one or more members of the family of the passenger who is

ill when traveling together and to persons who are subject to an established quarantine.

Stopover privileges for a limited time may be granted for the same causes and under the same conditions and restrictions as justify extension of time upon limited tickets. No stopover privilege will be recognized as valid unless provisions therefor are made in the carrier's published tariffs.

RAILROAD COMMISSION OF NEVADA,

ATTEST: E. H. WALKER, *Secretary*.

H. F. BARTINE, *Chairman*.

Effective February 10, 1908.

TARIFF CIRCULAR NO. 2A

To the Railroads Operating in Nevada:

Strictly excursion fares, covering a named and limited period, may be established on less than the regular thirty-day notice.

To avoid the necessity of special application in cases of this kind, the Commission has made a general order fixing the following-named time of notice of round-trip excursion fares, and carriers may govern themselves accordingly.

Fares for an excursion limited to a designated period of not more than three days may be established, without further notice, upon posting a tariff two days in advance in two public and conspicuous places in the waiting-room of each station where tickets for such excursions are sold, and mailing a copy thereof to the Commission.

Fares for an excursion limited to a designated period of more than three days and not more than thirty days may be established upon a like notice of five days.

Fares for a series of daily excursions, such series covering a period not exceeding thirty days, may be established upon a like notice of five days as to the entire series, and a separate notice of the excursion on each day covered by the series need not be given.

Fares for an excursion limited to a designated period exceeding thirty days will require the statutory notice, unless shorter time is allowed in special cases by the Commission.

RAILROAD COMMISSION OF NEVADA,

Issued June 19, 1908.

By E. H. WALKER, *Secretary*.

Effective June 19, 1908.

Tariff Circular No. 2 canceled.

TARIFF CIRCULAR NO. 3

To the Railroads Operating in the State of Nevada:

Commencing immediately, all passenger and freight tariffs, circulars, excursion notices or rate notices of any kind, and all supplements, or amendments to the same naming rates or fares affecting the intrastate business of your roads within the State of Nevada, must be given a Nevada Railroad Commission number.

The first tariff issued after the receipt of this circular letter containing rates described above should be numbered one, and all tariffs issued thereafter to be numbered consecutively. The number must be preceded by the initials N. R. C., and the initials and number must be placed in either the upper right-hand corner of the tariff or the upper left-hand corner, and should be printed in bold type.

Where one issue supersedes another, reference of cancelation must be made beneath the N. R. C. number of the superseding tariff, showing the number of the tariff canceled. Where portions of other N. R. C. tariffs are canceled reference to the tariff or tariffs and rates canceled must be specified on the first page or title page of the canceling tariff, showing in detail just what items have been canceled.

Please acknowledge receipt of this circular letter by return mail, advising this Commission of your compliance to the same and also advising whether the matter is thoroughly understood.

RAILROAD COMMISSION OF NEVADA,

Issued May 26, 1909.

By E. H. WALKER, *Secretary*.

TARIFF RULING No. 4

Upon traffic picked up and laid down within the State of Nevada, by carrier or between carriers, line or interline, the through rate must not exceed the combination of local rates based upon terminal, junction or main-line points.

Wherever it is found that the through rate to any given point does exceed the combination of local rates, the combination of locals must be protected by and through a request made of this Commission for permission to amend the through or local tariff, as the case may be, so as not to exceed the lower combination rates, making such amendment retroactive in effect to the date upon which the excessive through rate was named; provided, that no rate of this character shall be made retroactive in effect prior to the date this ruling becomes effective, in any case where such through tariff carries the provision that through rates named must be applied regardless of what lower combinations may be made. All tariffs carrying a provision of this kind must be immediately amended, striking out such provision as applies to Nevada intrastate traffic, effective the same date as this ruling.

Further, it is hereby ordered that in no case shall a rate be charged on any commodity exceeding the class rate applicable on such commodity. That is, wherever the application of the current Western Classification or Exceptions thereto and the class rate named makes a lower rate than the commodity rate named, the class rate must be applied; and wherever the commodity rate makes the lowest rate, it must be applied.

This ruling shall take effect May 1, 1910.

By order of the Commission:

E. H. WALKER, *Secretary*.

Issued April 7, 1910.

GENERAL RULING No. 1

In re the matter of switching low-grade commodities reaching Goldfield over the lines of the Tonopah and Goldfield Railroad.

Several informal complaints have been made to the Commission at various times by J. Gottstein and others, alleging error in weights of car-load shipments of hay which were not weighed in transit and that charges were assessed on the basis of invoice weights.

Invoice weights should not be applied except in cases where it is impossible to secure track-scale weights.

The Tonopah and Goldfield Railroad maintain track scales at Main Line Junction, and at Goldfield, when necessary, use the track scales belonging to the Western Ore Purchasing Company. The said railroad

company in reply to the aforesaid complaints have advised the Commission that they are agreeable to the application of either track-scale or invoice weights and have requested that a ruling be made in order that the question may be definitely settled.

On the other hand, Mr. Gottstein, in behalf of himself and other shippers, demands that they be accorded a free weighing service at Goldfield covering carload shipments of low-grade commodities when, in their judgment, said shipments appear to be short of weights.

We do not believe that this position is well taken and feel that if the shipments are weighed in transit at Main Line Junction, a point thirty-five miles north of Goldfield, and the waybill weights and charges corrected to the actual weight determined at that point, such service should, in every way, be satisfactory. If, however, on arrival at Goldfield there is further contention regarding the correctness of the weights a reciprocal rule may be adopted. For example, if the variation in weight does not exceed 2,000 pounds in the reweighing at Goldfield, consignee shall be entitled to the benefit of the corrected weight, but shall pay to the carrier for the weighing service a charge not exceeding \$2.50 per car.

If, however, in reweighing there is a difference exceeding 2,000 pounds in favor of consignee, he shall have the benefit of the corrected weight and shall not be required to pay carrier for the service incidental to reweighing.

The complainant also insists that, where weights of carload shipments are challenged, the cars, after being made empty, should be weighed in order to secure correct weights of the same. Empty cars are weighed periodically by the companies that own them, and the weight is stenciled on each car. If the dealer has reason to believe the weight of the car, as marked on it, is incorrect, then he should have the right to have it weighed, but unless it is more than 500 pounds heavier than the tare indicates, he should pay the railway company for switching and weighing an allowance not exceeding \$2.50 per car.

It is therefore ruled that all carload shipments of hay, lumber, coal, brick, cement and other low-grade commodities destined to Goldfield shall be reweighed at Main Line Junction on and after January 20, 1911, and waybill weights and charges accordingly corrected to conform to the actual scale weights.

RAILROAD COMMISSION OF NEVADA.

Dated December 30, 1910.

By E. H. WALKER, *Secretary*.

TARIFF RULING No. 5

To Railroads Operating in Nevada:

It is hereby ordered that all rates established on live stock or any other commodity, between points in the State of Nevada, requiring shippers to forward a trainload of a specified number of cars in order to enjoy the rate named, shall be so amended as to eliminate the trainload minimums and leave the rates in effect on single carload shipments.

This order shall take effect on August 1, 1911, and the rates above referred to must be amended as ordered on or before that date.

RAILROAD COMMISSION OF NEVADA.

Dated December 20, 1911.

By E. H. WALKER, *Secretary*.

THE RAILROAD COMMISSION LAW

An act to regulate railroads, telegraph and telephone companies and other common carriers in this State, creating a Railroad Commission, constituting the Governor, the Lieutenant-Governor, and the Attorney-General a Railroad Board for the appointment and the removal of the Railroad Commissioners, prevent the imposition of unreasonable rates, prevent unjust discrimination, insure an adequate railway service, and fixing maximum freight charges.

[Approved March 5, 1907, and amended March 20, 1909, and March 27, 1911]

Railroad Commission Created—Railroad Board—Terms of Office.

SECTION 1. A railroad commission is hereby created, to be composed of three commissioners. The governor, the lieutenant-governor, and the attorney-general shall constitute a railroad board for the purpose of appointing such commissioners. A majority of the members of said railroad board may perform all the duties required of such board. Within thirty days after the passage of this act the railroad board shall appoint such commissioners and designate the term of each, and they shall hold until their successors are appointed. The term of one such appointee shall terminate on the first Monday in February, 1909; the term of the second such appointee shall terminate on the first Monday in February, 1910; and the term of the third such appointee shall terminate on the first Monday in February, 1911. On the second Monday in January, 1909, and annually thereafter, there shall be appointed, in the same manner, one commissioner for the term of three years from the first Monday in February of such year. Each commissioner so appointed shall hold office until his successor is appointed and qualified. Any vacancy shall be filled by appointment by the railroad board.

Qualifications.

(a) One commissioner, who shall be designated as chief commissioner and shall be chairman of the commission, shall be an attorney at law, and well versed in the law of railroad regulation; one to be designated as first associate commissioner shall be a practical railroad man familiar with the operation of railroads generally; the third, to be designated as the second associate commissioner, shall be a business man having a general knowledge of fares and freights, tolls and charges, as levied by the railroads, and all common carriers included within the term "railroad" as defined in this act. Each commissioner, as herein designated, shall have an equal voice and vote upon all questions whereon the commission is required to or may act as a body. A majority of said commission shall have full power to act in all matters within its jurisdiction, and in the event of two of the commissioners being disabled or disqualified from acting, or in the event of there being two vacancies at the same time in the commission, the remaining commissioner shall have power to do all the acts and things which a majority of the com-

mission might do, and his official acts shall stand as the acts of the commission. At no time shall more than two of said commissioners be members of the same political party.

May Be Removed by Railroad Board.

(b) The railroad board may at any time remove any commissioner for any inefficiency, neglect of duty, or malfeasance in office. Before such removal it shall give such commissioner a copy of the charges made against him and shall fix a time when he can be heard in his own defense, which shall not be less than ten days thereafter, and said hearing shall be open to the public. If he shall be removed the railroad board shall file in the office of the secretary of state a complete statement of all charges made against such commissioner and findings thereon, with the record of the proceedings.

Commissioners Must Have No Pecuniary Railroad Interests.

(c) No person so appointed shall be pecuniarily interested in any railroad in this state or elsewhere, and if any such commissioner shall voluntarily become so interested, his office shall *ipso facto* become vacant; and if he shall become so interested otherwise than voluntarily, he shall, within a reasonable time, divest himself of such interest, and failing to do so his office shall become vacant and the railroad board shall proceed as provided for in section 1, subdivision b, of this act.

Must Investigate All Complaints.

(d) Whenever a complaint is made to the commission of a violation of any of the provisions of this act, or of any order of the commission, it shall, within four months, commence investigation of said charge, and shall determine the same within six months, unless the person preferring said charges shall agree in writing to a longer time. A failure to comply with this provision shall *ipso facto* render the office of each of the commissioners vacant, and the railroad board shall appoint new commissioners as provided for by this act.

Chief and First Associate Commissioners Shall Devote Entire Time.

(e) Neither the chief commissioner nor the first associate commissioner shall hold any other office or position of profit, or pursue any other regular business or vocation. These limitations and restrictions shall not apply to the second associate commissioner, but none of the commissioners shall be a member of any political convention, or a member of any committee of any political party.

Each Commissioner Shall Take Oath.

(f) Before entering upon the duties of his office, each of said commissioners shall take and subscribe the constitutional oath of office, and shall in addition thereto swear (or affirm) that he is not pecuniarily interested in any railroad in this state or elsewhere, or common carrier, which oath or affirmation shall be filed in the office of the secretary of state.

Salaries.

(g) The chief commissioner shall receive a salary of \$5,000 per annum, the first associate commissioner shall receive a salary of \$4,000 per annum, and the second associate commissioner shall receive a salary of \$2,500 per annum, all payable in the same manner as the salaries of other state officers are paid.

Secretary.

(h) Said commission may appoint a secretary, who shall be an expert rate man, at a salary of not more than \$2,400 per annum, and may employ such other clerks and experts as may be necessary to perform any service it may require of them, and shall fix their compensation.

Oath of Secretary.

(i) The secretary shall take and subscribe to an oath similar to that of the commissioners, and shall keep full and correct records of all transactions and proceedings of the commission, and shall perform such other duties as may be required by the commission. Any person ineligible to the office of commissioner shall be ineligible to the office of secretary.

"Railroad Commission of Nevada"—Seal.

(j) The commission shall be known collectively as the "Railroad Commission of Nevada," and in that name may sue and be sued. It shall have a seal with the words "Railroad Commission of Nevada," and such other design as the commission may prescribe engraved thereon, by which it shall authenticate its proceedings, and of which the courts shall take judicial notice.

Office at Capitol—Expenses.

(k) The commission shall keep its office at Carson City, and shall be provided by the board of capitol commissioners with suitable room or rooms, necessary office furniture, supplies, stationery, books, periodicals, maps, and all necessary expenses shall be audited and paid as other state expenses are audited and paid. The commission may hold sessions at any place other than its office, when the convenience of the parties so requires. The commissioners and secretary and such other clerks and experts as may be employed shall be entitled to receive from the state their necessary expenses while traveling on the business of the commission, including the cost of lodging and subsistence. Such expenditures shall be sworn to by the person who incurred the expense, and be approved by the chairman of the commission.

Rules.

(l) The commission shall have the power to adopt and publish rules to govern its proceedings, and to regulate the mode and manner of all investigations and hearings of railroads and other parties before it, and all hearings shall be open to the public.

Railroad Matters.

(m) The commission may confer by correspondence, or by attending conventions, or otherwise, with the railroad commissioners of other states, and with the Interstate Commerce Commission on any matters relating to railroads. All necessary expenses incurred in attending such conventions shall be a charge against the state, and be audited and paid as other state claims are paid; *provided*, that all such claims shall be sworn to by the commissioner incurring the expense, and be approved by the chairman.

Organization.

(n) Nothing herein contained shall be so construed as to affect the date of the beginning or ending of the term of any commissioner now in office, or to change the dates of future appointments from those now

prescribed by law, but from and after the passage of this amendatory act the commissioner now designated as the one who shall not hold any other office or position of profit, or pursue any other business or vocation, or serve on or under any committee of any party, but shall devote his entire time to the duties of his office, shall be officially designated "Chief Commissioner," and be paid the salary herein prescribed, and the commissioner whose term began on the first Monday in February, 1911, shall be officially designated "First Associate Commissioner," and the salary paid him as herein prescribed. The salaries herein provided for shall be deemed and considered full compensation for all services rendered by the members of the commission, whether as railroad commissioners or in any other official or ex officio capacity. *As amended March 20, 1909, and March 27, 1911.*

"Railroad" Defined.

SEC. 2. The term "railroad," as used herein, shall mean and embrace all corporations, companies, individuals, associations of individuals, their lessees, trustees or receivers (appointed by any court whatsoever) that now, or may hereafter, own, operate, manage, or control any railroad or part of a railroad as a common carrier in this state, or cars, or other equipment used thereon, or bridges, terminals, or sidetracks, or any docks or wharves or storage elevators used in connection therewith, whether owned by such railroads or otherwise. The term "railroad," whenever used herein, shall mean and embrace express companies, telegraph and telephone companies, and all companies which may own cars of any kind or character, used and operated as a part of railroad trains, in or through this state, and all duties required of and penalties imposed upon any railroad or any officer or agent thereof shall, in so far as the same are applicable, be required of and imposed upon express companies, telegraph and telephone companies, and companies which may own cars of any kind or character, used and operated as a part of railroad trains in or through this state, and their officers and agents, and the commission shall have the power of supervision and control of all such companies to the same extent as of railroads.

Provisions of Act Shall Apply.

(a) The provisions of this act shall apply to the transportation of passengers and property and the transmission of messages between points within the state, and to the receiving, switching, delivering, storing and hauling of such property, and receiving and delivering messages, and to all charges connected therewith, including icing charges and mileage charges, and shall apply to all railroads, corporations, express companies, car companies, freight and freight line companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers, upon or over any line of railroad within this state, and to any common carrier engaged in the transportation of passengers and property, wholly by rail, or partly by rail and partly by water. *As amended March 20, 1909.*

Reasonable Charges by Railroads Required.

SEC. 3. Every railroad is hereby required to furnish reasonably adequate service and facilities, and the charges made for any service rendered or to be rendered in the transportation of passengers or property or for any service in connection therewith, or for the receiving, switching, delivering, storing or handling of such property, shall be

reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

Railroads Must Print and Post Schedules of Fares and Freights.

SEC. 4. Every railroad shall print in plain type, and file with the commission within a time fixed by the commission, schedules which shall be open to public inspection, showing all rates, fares and charges for the transportation of passengers and property, and any service in connection therewith, which it has established and which are in force at the time between all points in this state upon its line, or any line controlled or operated by it, and the rates, fares and charges shown on such schedules as are in effect at the date this act takes effect. The schedule printed as aforesaid shall plainly state the charges upon its line or any line controlled or operated by it in this state between which passengers and property will be carried, and there shall be filed therewith the classifications of freight in force. Every railroad shall publish with and as a part of such schedules all rules and regulations that in any manner affect the rates charged or to be charged for the transportation of passengers or property, also its charges for delay in unloading or loading cars, for track and car service, or rental, and for demurrage, switching, terminal or transfer service, or for rendering any other service in connection with the transportation of persons or property. Two copies of said schedules for the use of the public shall be filed and kept on file in every depot, station and office of such railroad where passengers or freight are received for transportation in such form and place as to be accessible to the public and where they can be conveniently inspected. When passengers or property are transported over connecting lines in this state operated by more than one railroad, and the several railroads operating such lines establish joint rates, fares and charges, a schedule of joint rates shall also in like manner be printed and filed with the commission, and in every depot, station and office of such railroads where such passengers or property are received for transportation.

No Change in Schedule Except on Notice of 30 Days—Proviso for Reduction.

(a) No change shall thereafter be made in any schedule, including schedule of joint rates, or in any classification, except upon thirty days' notice to the commission, and all such changes shall be plainly indicated upon existing schedules, or by filing new schedules in lieu thereof thirty days prior to the time the same are to take effect; *provided*, that the commission, upon application of any railroad, may prescribe a less time within which a reduction may be made. Copies of all new schedules shall be filed as hereinbefore provided in every depot, station and office of such railroad ten days prior to the time the same are to take effect, unless the commission shall prescribe a less time.

Notice of Change Shall Be Posted.

(b) Whenever a change is made in any existing schedule, including schedule of joint rates, a notice shall be posted by the railroad in a conspicuous place in every depot, station and office, stating that changes have been made in the schedule on file, specifying the class or commodity affected and the date when the same will take effect.

Schedule Must Be Adhered To.

(c) It shall be unlawful for any railroads to charge, demand, collect or receive a greater or less compensation for the transportation of pas-

sengers, property, or for any service in connection therewith, than is specified in such printed schedule, including schedules of joint rates, as may at the time be in force, and the rates, fares and charges named therein shall be the lawful rates, fares, and charges until the same are changed as herein provided.

Commission May Prescribe Changes in Schedule.

(d) The commission may prescribe such changes in the form in which the schedules are issued by the railroad as may be found expedient, and such schedules shall, as far as practicable, conform to the forms prescribed by the Interstate Commerce Commission.

Joint Rates—Proviso.

SEC. 5. Whenever passengers or property are transported over two or more connecting lines of railroads between points in this state, and the railroad companies have made joint rates for the transportation of the same, such rates and all charges in connection therewith shall be just and reasonable, and every unjust and unreasonable charge is prohibited and declared to be unlawful; *provided*, that a less charge by each of said railroads for its proportion of said joint rates than is made locally between the same points on their respective lines shall not for that reason be construed as a violation of the provisions of this act, nor render such railroads liable to any of the penalties hereof.

Rates Must Be Uniform.

SEC. 6. Nothing in this act shall be construed to prevent concentration, commodity, transit and other special contract rates, but all such rates shall be open to all shippers of a like kind of traffic under similar circumstances and conditions, and shall be subject to the provisions of this act as to the printing and filing of the same; *provided*, all such rates shall be under the supervision and regulation of the commission.

Commission Shall Fix Just and Reasonable Rates for All Railroad, Express, Telegraph, and Telephone Service.

SEC. 7. The commission shall have full power to prescribe just and reasonable railroad classifications of freight; and to fix just and reasonable charges for the transportation of all intrastate freight and intrastate passengers, for sleeping-car accommodations, for goods, merchandise, and all matter of every kind carried by express companies within this state, for the transmission of messages by telegraph companies, and for the use of telephone lines within the state. The commission shall also have power to make just and reasonable regulations for the apportionment of all such charges between two or more companies jointly engaged in the transportation of freight, passengers, express matter, telegraph or telephone messages.

May Investigate Physical Condition of All Railroad Appliances.

The commission shall also have full power to investigate the physical condition of all railroad property, and, in the interest of safety or service, shall have power to determine and order repairs, reinforcements or reconstruction of property, including buildings, tracks, and equipment; also the power to determine and order the use of safety appliances in the interest of employees and the traveling public, such as crossing-gates, flagmen, bells, devices, etc., interlocking plants at railway crossings and all other modern safety devices. The commission shall have full power to determine and order the manner in which any

railroad, street railway, steam or electric railway, or other common carrier, may cross another railroad, street railway, whatever the motive power, at grade, or above or below grade, and shall prescribe the safety appliances and regulations that should be adopted at such crossings or at existing grade crossings of railroads, steam, electric, or other motive power railways for the protection of the public and the prevention of accidents. The commission shall have the power, whenever, in its judgment, it shall appear wise and proper to do so, to authorize and direct reasonable changes in train schedules and train service.

May Order Transfer Tracks.

The commission shall have power to determine and order the construction of connecting or transfer tracks between two or more lines of railway, which may now or hereafter enter or pass through any town or city in this state. The expenses of said construction of such tracks to be divided between and paid by the corporations operating said railways.

Railroads Must Transfer Cars.

It shall be the duty of all railroad corporations whose tracks shall be so connected reciprocally to transfer cars from one railroad to the other upon demand of shippers or the railroad concerned, and for which transfer service reasonable charges may be made.

Short Haul and Long Haul.

Nothing in this act shall be construed so as to allow any railroad to charge more for a shorter than for a longer haul, either for passengers or freight, when the shorter haul is included within the longer or to authorize the commission to allow such charge to be made. *As amended March 20, 1909.*

Government Freight May Go Free—Passes, Etc., to Certain Persons.

SEC. 8. Nothing herein shall prevent the carriage, storage, or handling of freight free or at reduced rates for the United States, the state or any political subdivision thereof, or any municipality thereof, or for charitable purposes, or to and from fairs and expositions for exhibition thereat, or household goods and supplies, the property of employees, or the issuance of mileage, commutation, or excursion passengers' tickets; *provided*, that the same shall be obtainable by any persons applying therefor, without discrimination, or of party tickets; *provided*, that the same shall be obtainable by any person applying therefor under like circumstances and conditions. This act shall not be construed as preventing railroads from giving free transportation or reduced rates therefor to any minister of the gospel, constable in any county of the state, officer or agent of incorporated colleges, college professors, school teachers, students attending institutions of learning, regular agents of charitable societies when traveling upon the business of the society only, destitute or homeless persons, railroad officers, attorneys, directors, employees or members of their families, or bona fide ex-railroad employees of any steam or electric railroad in search of employment, or to prevent the exchange of passes with officers, attorneys, or employees of other railroads and members of their families.

Attendants for Live Stock.

(a) Upon any shipment of live stock or other property of such nature as to require the care of an attendant, the railroad may furnish to the

shipper, or some person or persons designated by him, free transportation for such attendant, including return passage to the point at which the shipment originated; *provided*, that there shall be no discrimination in reference thereto between such shippers, and the commission shall have power to prescribe regulations in relation thereto. *As amended March 20, 1909, and March 27, 1911.*

Depots Must Be Maintained in Good Condition.

SEC. 9. It shall be the duty of every railroad to provide and maintain adequate depots and depot buildings at its regular stations and establish new stations wherever required, for the accommodation of passengers, and said depot building shall be kept clean, well lighted and warm for the comfort and accommodation of the traveling public. All railroads shall keep and maintain adequate and suitable freight depots, wherever needed, buildings, switches and sidetracks for the receiving, handling and delivering of freight transported or to be transported by such railroad; *provided*, that this shall not be construed as repealing any existing law on the subject; *provided further*, that to remove all doubts which have arisen upon the subject, the commission is specifically invested with full power to enforce the provisions of this section and of this entire act. *As amended March 20, 1909.*

Railroads Shall Furnish Cars for Shippers—Live Stock, Etc., Preferred.

SEC. 10. Every railroad shall, when within its power to do so, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight in carload lots. In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to their respective immediate requirements without discrimination between shippers or competitive or noncompetitive places; *provided*, preference may be given to shipments of live stock and perishable property.

Commission May Enforce Reasonable Regulations.

(a) The commission shall have the power to enforce reasonable regulations for furnishing cars to shippers, and switching the same, and for the loading and unloading thereof, and the weighing of the cars and freight offered for shipment over any line of railroad.

Proper Facilities for Interchange of Traffic.

SEC. 11. All railroad companies as between themselves, and all inter-urban and electric railroads as between themselves and each other, shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines for forwarding and delivering passengers and property, and shall transfer and deliver without unreasonable delay or discrimination any freight or cars, loaded or empty, or any passengers destined to any point on its own or any connecting lines; *provided*, that precedence over other freight may be given to live stock and perishable freight.

Commission Shall Have Control of Private Tracks.

(a) The commission shall have control over private tracks in so far as the same are used by common carriers, in connection with any railroad for the transportation of freight, in all respects the same as though such tracks were a part of the track of said railroad.

Commission Must Investigate All Complaints—Notice to Railroads and Complainants.

SEC. 12. Upon complaint of any person, firm, corporation or association, or of any mercantile, agricultural or manufacturing society, or of any body politic or municipal organization, that any of the rates, charges or classifications, or any joint rate or rates are in any respect unreasonable or unjustly discriminatory, or that any regulation or practice whatsoever affecting the transportation of persons or property, or any service in connection therewith, are in any respect unreasonable or unjustly discriminatory, or that any service is inadequate, the commission may notify the railroad complained of that complaint has been made, and ten days after such notice has been given the commission may proceed to investigate the same as hereinafter provided, but before proceeding to make such investigation the commission shall give the railroads and the complainants ten days' notice of the time and place when and where such matters will be considered and determined, and said parties shall be entitled to be heard and shall have process to enforce the attendance of witnesses. If upon such investigation the rate or rates, or any regulation, practice or service complained of shall be found to be unreasonable or unjustly discriminatory, or the service shall be found to be inadequate, the commission shall have power to fix and order substituted therefor such rate or rates, fares, charges or classifications, as it shall have determined to be just and reasonable and which shall be charged, imposed and followed in the future, and shall also have power to make such orders respecting such regulation, practice or service, as it shall have determined to be reasonable and which shall be observed and followed in the future.

Commission May Order Separate Hearings.

(a) The commission may, when complaint is made of more than one rate or charge, order separate hearings thereon, and may consider and determine the several matters complained of separately, and at such times as it may prescribe. No complaint shall of necessity at any time be dismissed because of the absence of direct damage to the complainant.

Commission May Take the Initiative.

(b) Whenever the commission shall believe that any rate or rates or charge or charges may be unreasonable or unjustly discriminatory, and that investigation relating thereto should be made, it may, upon its own motion, investigate the same. Before making such investigation it shall present to the railroad a statement in writing, setting forth the rate or charge to be investigated. Thereafter, on ten days' notice to the railroad of the time and place of such investigation, the commission may proceed to investigate such rate or charge in the same manner and make like orders in respect thereto as if such investigation had been made upon complaint.

This Section Construed.

(c) This section shall be construed to permit any railroad to make complaint with like effect as though made by any person, firm, corporation or association, mercantile, agricultural or manufacturing society, body politic or municipal organization.

Various Powers of Commission.

SEC. 13. Each of the commissioners, for the purposes mentioned in

this act, shall have power to administer oaths, certify to official acts, issue subpoenas, compel the attendance of witnesses, and the production of papers, way-bills, books, accounts, documents and testimony. In the case of disobedience on the part of any person or persons to comply with any order of the commission or any commissioner or any subpoena, or on the refusal of any witness to testify to any matter regarding which he may be lawfully interrogated, it shall be the duty of the district court of any county, or a judge thereof, on application of a commissioner, to compel obedience by attachment proceedings for contempt, as in the case of disobedience of the requirements of a subpoena issued from such court, or a refusal to testify therein.

Fees and Mileage for Witnesses—Proviso.

(a) Each witness who shall appear before the commission by its order shall receive for his attendance the fees and mileage now provided for witnesses in civil cases in courts of record, which shall be audited and paid by the state in the same manner as other expenses are audited and paid, upon the presentation of proper vouchers, sworn to by such witnesses and approved by the chairman of the commission; *provided*, that no witness subpoenaed at the instance of parties other than the commission shall be entitled to compensation from the state for attendance or travel unless the commission shall certify that his testimony was material to the matter investigated.

Depositions.

(b) The commission or any party may, in the investigation, cause the depositions of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in district courts.

Complete Records Must Be Kept—Certified Copy Received in Evidence.

(c) A full and complete record shall be kept of all proceedings had before the commission or any investigation had under section 12 of this act, and all testimony shall be taken down by the stenographer appointed by the commission. Whenever any complaint is served upon the commission under the provisions of section 16 of this act the commission shall, before said action is reached for trial, cause a certified transcript of all proceedings had and testimony taken upon such investigation to be filed with the clerk of the district court of the county where the action is pending. A transcribed copy of the evidence and proceedings, or any specific part thereof, or any investigation, taken by the stenographer appointed by the commission, being certified by such stenographer to be a true and correct transcript in longhand of all testimony taken at the investigation, or of a particular witness, or of other specific part thereof, carefully compared by him with his original notes, and to be a correct statement of the evidence and proceedings had on such investigation so purporting to be taken and transcribed, shall be received in evidence with the same effect as if such reporter were present and testified to the facts so certified. A copy of such transcript shall be furnished on demand, free of cost, to any party to such investigation; and to all other persons, a copy, on payment of a reasonable amount therefor, to be fixed by the commission. *As amended March 20, 1909.*

Commission Shall Fix Reasonable Rates—Joint Rates.

SEC. 14. Whenever, upon an investigation made under the provisions

of this act, the commission shall find any existing rate or rates, fares, charges or classification, or any joint rates or rates, or any regulation or practice whatsoever, affecting the transportation of persons or property, or any service in connection therewith, are unreasonable or unjustly discriminatory, or any service is inadequate, it shall determine and by order fix a reasonable rate, fare, charge, classification or joint rate to be imposed, observed and followed in the future in lieu of that found to be unreasonable or unjustly discriminatory, and it shall determine and by order fix a reasonable regulation, practice or service to be imposed, observed or followed in the future, in lieu of that found to be unreasonable or unjustly discriminatory or inadequate, as the case may be, and it shall cause a certified copy of each such order to be delivered, to an officer or station agent of the railroad affected thereby, which order shall of its own force take effect and become operative thirty days after the service thereof. All railroads to which the order applies shall make such changes in their schedule on file as may be necessary to make the same conform to said order, and no change shall thereafter be made by any railroad in any such rates, fares or charges, or in any joint rate or rates, without the approval of the commission. Certified copies of all other orders of the commission shall be delivered to the railroads affected thereby, in like manner, and the same shall take effect within such time thereafter as the commission shall prescribe.

Commission May Rescind or Alter Its Own Orders.

(a) The commission may at any time, upon application of any person or any railroad, and upon notice to the parties interested, and after opportunity to be heard as provided in section 12, rescind, alter or amend any order fixing any rate or rates, charges or classification, or any other order made by the commission, and certified copies of the same shall be served and take effect as herein provided for original orders. *As amended March 20, 1909.*

Rates in Force Until Changed.

SEC. 15. All rates, fares, charges, classifications and joint rates fixed by the commission shall be in force, and shall be prima facie lawful, until changed or modified by the commission, or in pursuance of section 16 of this act. All regulations, practices and services prescribed by the commission shall be in force and shall be prima facie reasonable, unless suspended or found otherwise in an action brought for that purpose, pursuant to the provisions of section 16 of this act, or until changed or modified by the commission as provided for in paragraph a, section 14, of this act. *As amended March 20, 1909.*

Railroad May Commence Legal Action Within Ninety Days—Shall Have Precedence.

SEC. 16. Any railroad or other party in interest being dissatisfied with any order of the commission fixing any rate or rates, fares, charges, classifications, joint rate or rates, or any order fixing any regulations, practices or services, may, within ninety days, commence an action in the district court of the proper county, against the commission as defendant, to vacate and set aside any such order on the ground that the rate or rates, fares, charges, classifications, joint rate or rates, fixed in such order is unlawful or unreasonable, or that any such regulation, practice or service fixed in such order is unreasonable,

in which action the adverse parties shall be served with a summons and copy of the complaint. The commission shall file its answer, and on leave of court, any interested party may file the answer to said complaint within thirty days, after the service thereof, whereupon said action shall be at issue and stand ready for trial upon twenty days' notice by either party. All actions brought under this section shall have precedence over any civil cause of a different nature pending in such court, and the court shall always be deemed open for the trial thereof, and the same shall be tried and determined as other civil actions; any party to such action may introduce original evidence in addition to the transcript of the evidence offered to said commission.

No Injunction Issued Without Notice to Commission.

(a) No injunction shall issue suspending or staying any order of the commission except upon application to the court or judge thereof, notice to the commission having been first given and hearing having been had thereon; *provided*, that all rates fixed by the commission shall be deemed reasonable and just, and shall remain in full force and effect until final determination by the courts, upon appeal.

Commission Must Have Notice of New Evidence.

(b) If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto, the court before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for fifteen days from the date of such transmission. Upon receipt of such evidence the commission shall consider the same, and may alter, modify, amend or rescind its order relating to such rate or rates, fares, charges, classifications, joint rate or rates, regulation, practice or service complained of in said action, and shall report its action thereon to said court within ten days from the receipt of such evidence.

Judgments, How Rendered.

(c) If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon, as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

Appeals.

(d) Either party to said action within sixty days after service of a copy of the order or judgment of the court may appeal or take the case up on error as in other civil actions. Where an appeal is taken the cause shall, on the return of the papers to the higher court, be immediately placed on the calendar of the then pending term, and shall be assigned and brought to a hearing in the same manner as other causes on the calendar.

Burden of Proof on Plaintiff.

(e) In all actions under this section the burden of proof shall be upon the plaintiff to show by clear and satisfactory evidence that the

order of the commission complained of is unlawful, or unreasonable, as the case may be.

Same Practice as Civil Actions.

SEC. 17. In all actions and proceedings in court arising under this act all processes shall be served, and the practice and rules of evidence shall be the same as in civil actions, except as otherwise herein provided. Every sheriff or other officer empowered to execute civil processes shall execute any process issued under the provisions of this act, and shall receive such compensation therefor as may be prescribed by law for similar services.

No Person Excused from Testifying—Proviso.

(a) No person shall be excused from testifying or from producing books and papers in any proceedings based upon or growing out of any violation of the provisions of this act, on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to penalty or forfeiture, but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for, or on account of, any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; *provided*, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

Certified Copies Prima Facie Evidence.

(b) Upon application of any person the commission shall furnish certified copies, under the seal of the commission, of any order made by it, which shall be prima facie evidence in any court or proceeding of the facts stated therein.

Authority of Commission.

SEC. 18. The commission shall have the authority to inquire into the management of the business of all railroads, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from any railroad all necessary information to enable the commission to perform the duties and carry out the objects for which it was created.

Blanks—Perjury, When.

(a) The commission shall cause to be prepared suitable blanks for the purposes designated in this act, which shall conform as nearly as practicable to the forms prescribed by the Interstate Commerce Commission, and shall, when necessary, furnish such blanks to each railroad. Any railroad receiving from the commission any such blanks shall cause the same to be properly filled out so as to answer fully and correctly each question therein propounded, and in case it is unable to answer any question it shall give a good and sufficient reason for such failure, and said answer shall be verified under oath by the proper officer of said railroad and returned to the commission at its offices within the time fixed by the commission; the making of a false affidavit or filing of the same shall be deemed perjury and punishable as such under the statutes of Nevada defining perjury.

Right of Inspection—Proviso.

(b) The commission, or any commissioner, or any person or persons employed by the commission for that purpose, shall, upon demand,

have the right to inspect the books and papers of any railroad and to examine under oath any officer, agent or employee of such railroad in relation to any matter which is the subject of complaint and investigation; *provided*, that any person other than the one of the said commissioners who shall make such demand shall produce his authority to make such inspection under the hand of a commissioner, or of the secretary and under the seal of said commission.

Orders and Subpenas—Penalties.

(c) The commission may require by order or subpena, and to be served on any railroad, in the same manner that a summons is served in a civil action in a district court, the production within this state, at such time and place as it may designate, of any books, papers or accounts relating to any matter which is the subject of complaint or investigation kept by said railroad in any office or place without the State of Nevada, or verified copies in lieu thereof, if the commission shall so order, in order that an examination thereof may be made by the commission or under its direction, and such subpena may issue to any sheriff in any county of the state. Any railroad failing or refusing to comply with any such order or subpena within a reasonable time shall, for each day it shall so fail or refuse, forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than one thousand dollars, to be recovered in a civil action brought in the name of the Railroad Commission of Nevada.

Railroads Shall Submit Contracts.

SEC. 19. Every railroad, whenever required by the commission, shall, within a time to be fixed by the commission, deliver to the commission for its use copies of all contracts which relate to the transportation of persons or property, or any service in connection therewith made or entered into by it with any other railroad company, terminal company, depot company, equipment company, car company, express or other transportation company, bridge company, or any shipper or shippers, producers or consumers, or other persons doing business with it.

Railroads Shall Report Annually Concerning Passes, Etc.

(a) Every railroad shall, on the first Monday in January of each year, and oftener if required by the commission, file with the commission a verified list of all railroad tickets, passes, and mileage books issued free or for other than actual bona fide money consideration at full established rates during the preceding year, together with the names of the recipients thereof, the amount received therefor, and the reason for issuing the same. This provision shall not apply to the sale of tickets at reduced rates open to the public. *As amended March 20, 1909.*

Full Reports of Nevada Business.

SEC. 20. Every railroad company incorporated or doing business in this state, or which shall hereafter become incorporated or do business in this state shall, on or before the 15th day of September, 1907, and on or before the same day of each year thereafter, make and transmit to the commission in its office in Nevada a full and true statement, under oath of the proper officer of such corporation, of the affairs of such corporation relative to the State of Nevada, for the year ending on the

30th day of June preceding, which statement for the State of Nevada shall be similar in character and detail to the annual report required to be made by railroad companies to the Interstate Commerce Commission, and such other and further information as may be required by the commission.

Commission Shall Cooperate with Interstate Commerce Commission.

SEC. 21. The commission shall have power, and on complaint of any person it is hereby made its duty, to investigate all or any freight rates on interstate traffic on railroads in this state, and when the same are, in the opinion of the commission, excessive or discriminatory, or are levied or laid in violation of the interstate commerce law, or in conflict with the rulings, orders or regulations of the Interstate Commerce Commission, the commission shall present the facts to the railroad, with a request to make such changes as the commission may advise, and if such changes are not made within a reasonable time, the commission shall apply by petition to the Interstate Commerce Commission for relief. All freight tariffs issued by any such railroad relating to interstate traffic in this state shall be filed in the office of the commission within thirty days after the passage of this act, and all such tariffs thereafter issued shall be filed with the commission when issued.

Penalties for Railroads for Discriminatory Charges.

SEC. 22. If any railroad, or any agent or officer thereof, shall directly or indirectly, by any special rate, rebate, drawback, or by means of false billing, false classification, false weighing, or by any other device whatsoever, charge, demand, collect or receive from any person, firm, or corporation a greater or less compensation for any service rendered or to be rendered by it for the transportation of persons or property or for any service in connection therewith than that prescribed in the published tariffs then in force, or established as provided herein, or than it charges, demands, collects or receives from any other person, firm, or corporation for a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such railroads shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful, and upon conviction thereof shall forfeit and pay into the state treasury not less than one hundred dollars nor more than five thousand dollars for such offense; and any agent or officer so offending shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Certain Prohibitions.

(a) It shall be unlawful for any railroad to demand, charge, collect or receive from any person, firm or corporation, a less compensation for the transportation of property or for any service rendered or to be rendered by said railroad in consideration of said person, firm or corporation furnishing any part of the facilities incident thereto; *provided*, nothing herein shall be construed as prohibiting any railroad from procuring any facilities or service incident to transportation and paying a reasonable compensation therefor.

Discrimination Prohibited.

SEC. 23. That it shall be unlawful for any common carrier subject

to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Acceptance of Rebates, Etc., Prohibited—Penalty.

SEC. 24. It shall be unlawful for any person, firm, or corporation knowingly to accept or receive any rebate, concession or discrimination in respect to transportation of any property wholly within this state, or for any service in connection therewith, whereby any such property shall by false billing, false classification, false weighing, or any other device whatsoever, be transported at a less rate than that named in the published tariffs in force as provided herein, or whereby any service or advantage is received other than is herein specified. Any person, firm or corporation violating the provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Passes to Public Officers Prohibited.

SEC. 25. It shall be unlawful for any person, firm or corporation engaged in business as a common carrier to give or furnish to any state, district, county or municipal officer of this state, or to any person other than those mentioned in section 8, any pass, frank, free or reduced transportation, or for any such state, district, county or municipal officer to accept such frank, pass, free or reduced transportation. Any firm, person or corporation, or the agent thereof, or any state, district, county or municipal officer violating the provisions of this section shall, upon conviction thereof, be fined in any sum not less than one hundred dollars, or more than five hundred dollars, and in addition to such penalty the office of any such state, district, county or municipal officer shall, upon his conviction, *ipso facto* become vacant. *As amended March 20, 1909.*

Treble Damages, When.

SEC. 26. If any railroad shall do or cause to be done or permit to be done any matter, act or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing required to be done by it, such railroad shall be liable to the person, firm or corporation injured thereby in treble the amount of damages sustained in consequence of such violation; *provided*, that any recovery as in this section provided shall in no manner affect the recovery by the state of the penalty prescribed for such violation.

Failure or Evasion of Railroad Employees Punished.

SEC. 27. Any officer, agent or employee of any railroad who shall wilfully fail or refuse to fill out and return any blanks as required by this act, or shall wilfully fail or refuse to answer any questions therein propounded, or shall knowingly or wilfully give a false answer to any such questions, or shall evade the answer to any such question, where the fact inquired of is within his knowledge, or who shall, upon proper demand, wilfully fail or refuse to exhibit to any commissioner or any

commissioners, or any person authorized to examine the same, any book, paper or account of such railroad, which is in his possession or under his control, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than one thousand dollars for each such offense, and a penalty of not less than five hundred dollars nor more than one thousand dollars shall be recovered from the railroad for each such offense when such officer, agent, or employee acted in obedience to the direction, instructions or request of such railroad or any general officer thereof.

Penalty for All Acts of Omission or Commission.

SEC. 28. If any railroad shall violate any provision of this act, or shall do any act herein prohibited, or shall fail, or refuse to perform any duty enjoined upon it, or upon failure of any railroad to place in operation any rate or joint rate, or do any other act herein prohibited, for which a penalty has not been provided, or shall fail, neglect or refuse to obey any lawful requirement or order made by the commission or any court (upon its application), for every such violation, failure or refusal, such railroad or railroads shall forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than ten thousand dollars for each offense. In construing and enforcing the provisions of this section, the act, omission or failure of any officer, agent, or other person acting for or employed by any railroad, acting within the scope of his employment shall in every case be deemed to be the act, omission or failure of such railroad.

Commission May Regulate All Practices.

SEC. 29. Whenever, after hearing and investigation as provided by this act, the commission shall find that any charge, regulation, or practice affecting the transportation of passengers or property, or any service in connection therewith, not hereinbefore specifically designated, is unreasonable or unjustly discriminatory, it shall have the power to regulate the same as provided in sections 12 and 14 of this act.

Commission To Be Immediately Notified of Fatal Accidents—Investigation.

SEC. 30. Every railroad shall, whenever an accident attendant with loss of human life occurs within this state, upon its line of road or on its depot grounds or yards, give immediate notice thereof to the commission. In the event of any such accident, the commission, if it deem the public interest requires it, shall cause an investigation to be made forthwith, which investigation shall be held in the locality of the accident, unless, for greater convenience of those concerned, it shall order such investigation to be held at some other place, and said investigation may be adjourned from place to place as may be found necessary and convenient. The commission shall seasonably notify an officer or station agent of the company of the time and place of the investigation. The cost of such investigation shall be certified by the chairman of the commission, and the same shall be audited and paid by the state in the same manner as other expenses are audited and paid and a record or file of said proceedings and evidence shall be kept by said commission.

Attorney-General and Prosecuting Attorneys Must Assist Commission.

SEC. 31. The commission shall inquire into any neglect or violation

of the laws of this state by any such railroad corporation hereinbefore defined doing business therein, or by the officers, agents or employees thereof, or by any person operating a railroad, and shall have the power and it shall be its duty to enforce the provisions of this act as well as all other laws relating to railroads and report all violations thereof to the attorney-general; upon request of the commission it shall be the duty of the attorney-general or the prosecuting attorney of the proper, or any, county to aid in any investigation, prosecution, hearing or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act and all other laws of this state relating to railroads and for the punishment of all violations thereof. Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the State of Nevada in the district court of any county having jurisdiction of the defendant. The attorney-general of Nevada shall be the counsel in any proceeding, investigation, hearing or trial prosecuted or defended by the commission or any prosecuting attorney selected by said commission, or other special counsel furnished said commission, in any county where such action is pending.

All Claims for Damages May Be Investigated by Commission.

SEC. 32. All claims against any railroad for loss of or damage to property from any cause, or for overcharge upon any shipments, or for any other service, if not acted upon within ninety days from the date of the filing of such claim with the railroad, may be investigated by the commission, in its discretion, and the result of such investigation shall be duly recorded and filed in the archives of the commission, be open to examination by the public, and be embodied in the commission's next regular report. The regular reports of the commission shall be made to the governor annually as soon after the thirty-first day of December in each year as may be feasible in order to bring the report down to that date.

Printing Done at State Printing Office.

(a) It is hereby further provided that, except in cases of emergency, all the necessary printing of the commission shall be done at the state printing office, and it is made the duty of the state printer to have such printing done as expeditiously as possible. *As amended March 20, 1909.*

Technicalities Ignored.

SEC. 33. A substantial compliance with the requirements of this act shall be sufficient to give effect to all rules, orders, acts and regulations of the commission, and they shall not be declared inoperative, illegal or void for any omission of a technical nature in respect thereto.

This Act Shall Not Affect Any Suits at Law.

SEC. 34. This act shall not have the effect to release or waive any right of action by the state or by any person for any right, penalty, or forfeiture which may have arisen or which may hereafter arise under any law of this state; and all penalties and forfeitures accruing under this act shall be cumulative and a suit for, and recovery of, one shall not be a bar to the recovery of any other penalty.

Commission May Use Any Civil Remedy.

SEC. 35. In addition to all the other remedies provided by this act,

for the prevention and punishment of any and all violations as to the provisions hereof and all orders of the commission, the commission can compel compliance with the provisions of this act and of the orders of the commission by proceedings in mandamus, injunction or by other civil remedies.

Railroads Shall File Schedules.

SEC. 36. Every railroad in this state shall, within sixty days after the passage of this act, file in the office of the commission copies of all schedules of rates, including joint rates in force on its line or lines, between points within this state on the date this act takes effect.

This Act Construed.

SEC. 37. Each section of this act and every part of each section is hereby declared to be independent sections and parts of sections and the holding of any section or part thereof to be void or ineffective for any cause shall not be deemed to affect any other section or any part thereof.

Repeal.

SEC. 38. All acts and parts of acts in conflict with this act are hereby repealed.

RULES OF PRACTICE

For the proper and orderly exercise of the powers conferred by law upon the Railroad Commission of Nevada, the following rules of practice are hereby adopted, the eighth day of May, A. D. 1907:

RULE I

The general sessions of the commission for hearing contested cases, will be held at its office in Carson City, Nevada, on such days and at such hours as the commission may designate. When special sessions are to be held at other places, the commission will make such orders and regulations with reference thereto as may be necessary. All such hearings shall be public.

RULE II

Any person feeling himself aggrieved, by any railroad, telegraph, telephone or express company, or any common carrier, may file his complaint with the secretary of the commission. The secretary must indorse on the complaint the day, month and year that it is filed, and must, at the request of the party filing the same, issue a summons thereon. If such request be not made within three months after the filing of the complaint, the request shall be disregarded, but the party shall have leave, if he so desires, to file a new complaint. Both the complaint and the answer thereto shall be verified in the manner prescribed by the code of civil procedure of this state. The party complaining shall be known as the plaintiff.

RULE III

The summons must be directed to the defendant, must be signed by the secretary, and attested by the seal of the commission, and must contain:

First—The names of the parties to the proceeding.

Second—A brief statement of the nature of the complaint.

Third—A direction that the defendant appear and answer the complaint within a time to be specified in the summons, which shall in no case be less than ten (10) days.

RULE IV

The summons may be served by any officer authorized by law to serve such process in civil proceedings, or by any male citizen of the state, and shall be served by delivering a copy thereof together with a copy of the complaint to the defendant; or, if the defendant is a corporation, to the president, secretary, treasurer, resident agent, managing agent, or other person in general charge of the company's business within this state, by whatever title he may be designated. Proof of such service shall be as follows:

If made by one of the officers aforesaid within the territory to which his official authority extends, by his certificate.

If by such officer outside of such territory, or by any other person, by his affidavit showing the time, place and manner of service.

RULE V

From the time of service of the summons and copy of complaint, the commission shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant shall be deemed a waiver of summons.

RULE VI

The complaint must contain:

First—The names of the parties to the proceedings.

Second—A statement of the alleged grievance in ordinary and concise language, giving such particulars of time, place and circumstance as will enable the defendant to answer the same intelligently.

Third—A demand for the relief claimed.

RULE VII

The plaintiff may embody as many causes in the same complaint as he may have, but the causes so embodied shall be separately stated so that each may be separately denied or objected to.

RULE VIII

The party complained against shall be known as the defendant, and within the time specified in the summons for answering, may file an objection, in the nature of a demurrer to the complaint upon the following grounds:

First—That it does not state facts sufficient to authorize the proceedings.

Second—If the complaint contains more than one cause or alleged grievance, that they are not separately stated.

Third—That the complaint is ambiguous, uncertain or unintelligible.

RULE IX

If the objection is sustained, the plaintiff may within ten (10) days after receiving written notice of the decision, amend his complaint. If the objection is overruled, the defendant may, within a like period, answer the complaint; *provided*, that if the party against whom such ruling is made is present when the commission makes its ruling, no written notice thereof shall be required, and the ten-day period shall begin to run at once.

RULE X

The answer of the defendant should contain:

First—A specific denial of each material allegation contained in the complaint.

Second—A statement of any new matter of defense, or matter in mitigation or explanation of the charges made in the complaint.

RULE XI

The plaintiff may within ten (10) days after the service of the answer object or demur to the same upon the following grounds:

First—That the facts therein stated do not constitute a defense.

Second—That it is ambiguous, uncertain or unintelligible.

RULE XII

The complaint, answer and demurrer must be subscribed by the party to the proceeding, or by some attorney at law on his behalf.

RULE XIII

The pleadings, summons, subpoenas, affidavits and all papers to be filed or used in any proceeding before the commission should be entitled:

“BEFORE THE RAILROAD COMMISSION OF NEVADA.”

All such papers should be either typewritten or printed, and when not printed only one side of the paper should be used.

RULE XIV

The testimony of any witness may be taken by deposition, at the instance of a party, in any proceedings or investigation before the commission, and at any time after the same is at issue. The commission may order testimony to be taken by deposition, in any proceeding or investigation pending before it, at any stage of such proceeding or investigation. Such deposition may be taken before any judge of any court of the United States, or any commissioner of a circuit, or any clerk of a district or circuit court, or any chancellor, justice or judge of a supreme or superior court, mayor or chief magistrate of a city, judge of a county court, or court of common pleas of any of the United States, or any notary public, not being of counsel or attorney to either of the parties, or otherwise interested in the proceeding or investigation. The same notice of taking deposition that is required by the laws of Nevada in taking depositions in civil cases must be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, which notice shall state the name of the witness and the time and place of the taking of his deposition, and a copy of such notice shall be filed with the secretary.

When testimony is to be taken on behalf of a common carrier in any proceeding instituted by the commission on its own motion, notice

thereof, in writing, must be given by such carrier to the commission itself, or to such person as may have been previously designated by the commission to be served with such notice.

Every person whose deposition is taken shall be sworn (or may affirm, if he so request) to testify the whole truth, and shall be carefully examined. His testimony shall be reduced to writing, which may be type-writing, by the magistrate taking the deposition, or under his direction, and shall, after it has been reduced to writing, be subscribed by the witness.

RULE XV

Proposed findings embracing the material facts claimed to be established by the evidence, and referring to the particular part of the record relied upon to support each finding proposed, may be filed by each party. Printed or written arguments or briefs may be filed by any party. A copy of the proposed findings, brief or argument filed on behalf of any party, must at the same time be served upon the adverse party or parties, personally or by mail, and notice of such service thereupon filed with the secretary of the commission. The time within which proposed findings and printed or written arguments or briefs shall be filed in any case will be determined by the commission upon submission of the testimony.

RULE XVI

The commission will, at every stage of any proceeding before it, disregard any error or defect in the pleadings or other papers which do not affect the substantial rights of the parties. It will also be liberal in allowing such amendments of the pleadings as justice may require, and in enlarging the time, upon proper application, within which any pleading may be required. Sham or redundant matter in any pleading will be stricken out and disregarded.

RULE XVII

If the defendant fail to appear and answer the complaint, the commission will, at the time set for the hearing, proceed with the investigation, the same as if an answer had been duly filed. At such hearing the defendant may cross-examine the plaintiff's witnesses, and may offer testimony tending to disprove the allegations of the complaint, but will not be allowed to prove any new matter of defense that has not been pleaded.

RULE XVIII

Either party to the proceeding may, by leave of the commission, file a supplemental pleading. When such pleading is filed, the adverse party shall be given such time as the commission may prescribe in which to answer, demur, move to strike out, or take such other action as may be deemed proper in the premises.

RULE XIX

The secretary shall keep a calendar of the proceedings at issue, showing the status of each, and whether the issue be one of law or fact. Issues of law shall be first disposed of.

RULE XX

Either party upon not less than ten (10) days' notice to the other party, or the commission of its own motion, upon ten (10) days' notice

to both parties, may bring any proceeding to a hearing for the final disposition of the issue made, whether it be one of law or fact. But no such hearing shall be had without ten (10) days' notice of the time and place of the hearing, unless the parties themselves, with the concurrence of the commission, agree in writing upon a shorter time.

RULE XXI

Motions for postponement of a hearing will only be considered upon affidavit showing good and sufficient reasons therefor, and in determining what are good and sufficient reasons, the commission will be governed generally by the rules which prevail in courts of equity, reserving to itself the right to determine whether the application is made in good faith, for sufficient reason, or merely for delay.

RULE XXII

Any person having an interest in the subject-matter of a proceeding pending before the commission may, by leave of the commission, intervene at any time before the hearing upon the merits. When such leave is granted, the party intervening must file his pleading with the secretary, and serve a copy upon the adverse party, who shall have such time to plead thereto as may be fixed by the commission, which shall not be in any case less than ten (10) days.

The pleadings upon intervention shall be governed by the same rules as those which apply to the original pleadings in the proceedings.

RULE XXIII

Any party to a proceeding before the commission, feeling aggrieved at the final decision, may within sixty (60) days apply for a rehearing. Such application shall be in writing, filed with the secretary, and served by copy upon the adverse party, and may be made upon one or more of the following grounds:

First—Irregularity in the proceedings, or abuse of discretion whereby the party was prevented from having a fair hearing.

Second—Accident or surprise, which ordinary prudence could not have guarded against.

Third—Newly discovered evidence, material for the party making the application, which could not with reasonable diligence have been discovered and produced at the trial.

Fourth—Insufficiency of the evidence to justify the decision, or that it is against law.

When the application is made upon the first ground named, it shall be based upon affidavit showing clearly the irregularity or abuse of discretion complained of.

When made upon the second ground, it must be based upon affidavit showing the precise nature of the accident or surprise, and why it could not have been guarded against.

When made upon the third ground, it must be supported by affidavit showing the nature of the newly discovered evidence, its materiality, and why it could not have been produced at the hearing.

When made upon the fourth ground, it shall be sufficient to refer to the evidence contained in the record, and state generally wherein it is against law.

RULE XXIV

If the commission shall be of the opinion that a sufficient showing has been made to justify a rehearing, it will, in writing, notify all parties to the proceeding of the time and place of the rehearing, which shall be not less than ten (10) days, at which rehearing only such matters will be considered as have been made the basis of the application.

If the commission be of the opinion that the application is not well founded, it will deny the same, and so notify, in writing, the party applying. Upon a rehearing being granted the commission will affirm, reverse and vacate, or modify the decision or order complained of.

RULE XXV

A full and complete record shall be kept of all proceedings before the commission, and all the testimony shall be taken down by the stenographer appointed by the commission for the purpose.

A duly certified copy of such record, including the testimony, objections, rulings of the commission and exceptions noted, will be furnished free of cost to any party of record, and to all other persons a copy will be furnished at the actual cost of making the same.

Nothing herein shall be so construed as to require the stenographer to take down the arguments of counsel, beyond the simple statement of their objections and exceptions.

If any counsel desires his remarks reported in full, it may be done at his own expense, but such remarks will constitute no part of the record of the proceeding.

RULE XXVI

In ruling upon demurrers and independent motions the decisions of the commission may, in its discretion, either be oral and briefly noted in the secretary's minutes, or in writing.

The rulings made in the progress of a hearing or investigation, shall be taken down by the stenographer, and constitute a part of the record.

The final decision shall, in all cases, be in writing and embodied in the record as a part thereof.

RULE XXVII

Any railroad or transportation company, or any party affected by any order of the commission, shall be entitled to receive one certified copy of such order, free of charge, and additional copies will be furnished to any persons desiring the same at the actual cost of transcription.

RULE XXVIII

The noun "person" and the pronoun "his," wherever they occur in these rules, shall be construed to include corporations and firms, the singular and plural, the masculine, feminine and neuter genders.

RULE XXIX

These rules shall be in force on and after the fifteenth day of May, 1907. They may be amended at any meeting of the commission, and amendments so made shall go into effect sixty days thereafter.

FORMS

No. 1—Complaint

No. 3—Demurrer

No. 2—Answer

No. 4—Subpena

These forms may be used in cases to which they are applicable, with such alterations as the circumstances may render necessary:

BEFORE THE RAILROAD COMMISSION OF NEVADA

Complaint

.....
against

The Railroad Company

.....
The complaint of the above-named
respectfully shows:

1. (State occupation and place of business.)

.....
.....
.....
2. That the above-named railroad company is a common carrier, engaged in the transportation of persons and property by railroad between points in the State of Nevada and that, as such common carrier, said railroad company is subject to the provisions of Chapter 45 of the Nevada Statutes of 1907.

3. That (here state concisely the matters intended to be complained of, numbering each succeeding paragraph).

.....
.....
Wherefore, petitioner prays that the aforesaid railroad company be required to answer the charges herein and that after due hearing and investigation an order be made commanding said railroad company to cease and desist from said violations of the acts referred to in said petition, and for such other and further order as the commission may deem necessary and just in the premises. (Prayer may be varied so as to ask for the ascertainment of lawful rates or practices, and an order requiring the carrier to conform thereto. If reparation for any wrong or injury be desired, the petitioner should state the nature and extent of the reparation he deems proper.)

BEFORE THE RAILROAD COMMISSION OF NEVADA
Answer

.....
against

The Railroad Company

The above-named defendant, for answer to the complaint in this proceeding, respectfully states:

1. That (here follow the usual admissions, denials, and averments. Continue numbering each succeeding paragraph).

Wherefore, the defendant prays that the complaint in this proceeding be dismissed.

The.....Railroad Company,
By E. F. (Title of officer.)

Demurrer

In usual form, and entitled same as complaint and answer.

BEFORE THE RAILROAD COMMISSION OF NEVADA
Subpena

To.....

.....
You are hereby required to appear before.....in the
matter of a complaint of....., on the.....day of
....., 191..., at.....o'clock.....m. at....., and bring
with you then and there.....

Dated.....

[Seal]

.....
Commissioner.

.....
Attorney for.....

PART II

**Containing Report of Public Service Commission for
1912, Public Service Commission Law and
Rules, and Index for Both Reports**

STATE OF NEVADA

SECOND ANNUAL REPORT

OF THE

Public Service Commission of Nevada

1912

H. F. BARTINE - - - - - Chief Commissioner
J. F. SHAUGHNESSY - First Associate Commissioner
W. H. SIMMONS - Second Associate Commissioner
E. H. WALKER - - - - - Secretary
W. K. FREUDENBERGER - - - - Chief Engineer



CARSON CITY, NEVADA

STATE PRINTING OFFICE . . . JOE FARNSWORTH, SUPERINTENDENT
1913



SECOND ANNUAL REPORT

OFFICE OF THE
PUBLIC SERVICE COMMISSION OF NEVADA,
CARSON CITY, January 1, 1913.

HON. T. L. ODDIE, *Governor of Nevada.*

SIR: In compliance with the requirements of the law the Public Service Commission of Nevada makes this, its second annual report, which covers its work for the calendar year ending December 31, 1912.

A NEW DEPARTMENT

The statement that this is the Commission's second annual report, plainly bespeaks the fact that the Commission is a new department of the administrative branch of our State Government.

It represents, in fact, merely an extension of the powers and duties of the Railroad Commission. In substantial effect it is just the same as if the jurisdiction of the Railroad Commission had been extended to electric-light, power, gas, sewer, and water companies. In some States general jurisdiction of all public utilities, railroads included, is, by a single statute, vested in a single commission, which is designated indifferently a Railroad, Public Service, or Public Utilities Commission. Our State already had a Railroad Commission when the Public Service Commission law was enacted, and it was deemed best simply to make the Railroad Commission a Public Service Commission under a new and separate law.

AN INEXPENSIVE BRANCH

The public service law being in effect merely an enlargement of the jurisdiction of the Railroad Commission, it is a comparatively inexpensive branch of the State Government.

The cost of maintaining it is only about \$6,000 a year, which is trivial in view of the scope and character of its work. If it stood apart by itself with a separate commission, its cost might easily approximate that of the Railroad Commission. But as it is, the same Commissioners and the same Secretary do the work with no increase of compensation, the same offices and office help are employed, and the expenses on these heads are fairly apportioned between the two Commissions.

The only new official created by the Public Service Commission law is the Engineer, and it is but proper to say that such an officer is a very important and even essential part of the working force of a Railroad Commission. Nearly all Railroad Commissions have their engineers and also special counsel. Our Railroad Commission has neither, except as hereinafter explained. Thus far neither Commission has found it necessary to secure the service of counsel outside of its own personnel, while the Engineer of the Public Service Commission has been appointed to a like position in respect to the Railroad Commission, but with no additional compensation.

Both Commissions are, therefore, well equipped for engineering work which is in the interest of good service and economy. This is very important, as it is frequently necessary not only for our independent use,

but to check up the engineering work and estimates of the public service corporations with which both Commissions have to deal.

It must be borne in mind that both telegraph and telephone companies are within the jurisdiction of the Railroad Commission, while electric-light, power and water companies are under the control of the Public Service Commission.

With respect to such utilities it is the duty of both Commissions to regulate the service and also the charges. Neither the character of the service nor the reasonableness of the rates can be accurately determined without the aid of a competent engineer, who, being an officer of the Commissions, will be free from bias and thoroughly reliable.

IMPORTANCE OF WORK

Some are inclined to underrate the importance of the work of this Commission, because the utilities within its jurisdiction are usually of less magnitude than railroads. The truth is, though, that the operation of electric-light, water and sewer companies, more directly affects the home and has more immediate bearing upon the comfort of the family than does the work of many railroads. An abundance of light, plenty of good wholesome water and sanitary sewer service, all at reasonable rates, are prime essentials in every modern home. It is the duty of the Public Service Commission to see that such service is rendered.

PROGRESS DURING 1912

Good progress has been made during the year 1912. In our last report reference was made to the case of the City of Austin against the Water Company of that place. The case was then undecided, but a decision has since been rendered and an order made for the betterment of the service. As the matter was an important one affecting the health and comfort of a good-sized community, besides involving the safety of the town of Austin from fire, the opinion and order in the case are here given in full.

[Case No. 2]

BEFORE THE PUBLIC SERVICE COMMISSION

PUBLIC SERVICE COMMISSION OF NEVADA, *Complainant*,

v.

AUSTIN CITY WATER COMPANY, *Defendant*.

Hearing August 17 and 18, 1911. Decided March 27, 1912.

Appearances:

D. A. Pate, District Attorney, for the People of Austin.

Chas. A. Cantwell, for Defendant.

OPINION AND ORDER

BARTINE, *Chief Commissioner*:

This case was taken up by the Commission upon its own motion, the cause of such action being a report of the grand jury of Lander County, Nevada, dated April 29, 1911. This report complained of the condition of the defendant's water system generally, and specifically that the water mains were in bad condition and the supply inadequate for ordinary domestic household use, as well as insufficient for fire protection.

THE HEARING

Before taking formal action in the matter the Commission sent its engineer, W. K. Freudenberger, to examine defendant's plant, the sources of water supply, and general character of the service complained of. Shortly afterwards Mr. Freudenberger visited Austin, made as thorough an examination as circumstances would permit, and on June 24, 1911, made his report to the Com-

mission. The report indicated that a full and formal investigation was necessary, and accordingly, on July 17 following, a notice and citation was duly served upon the defendant company, and pursuant thereto a formal hearing was had at the courthouse of Lander County, Nevada, in the town of Austin on the 17th and 18th days of August, 1911.

No question was raised as to the formality and regularity of the proceeding by the representative of the water company, defendant, and the hearing was upon the merits. It was held by Chief Commissioner Bartine and First Associate Commissioner Shaughnessy, with Engineer Freudenberger present in an advisory capacity.

It was not disclosed at the hearing, nor is it shown by any records on file in the Commission's office, whether what is known as the "Austin City Water Company" is a corporation, a joint-stock association, a copartnership, or simply an individual. The annual report of the utility on file in the office of the Commission is signed and sworn to by one Emma M. Farnsworth, who designates herself secretary. At the hearing it was rather vaguely suggested by the representative of the company that Mrs. Farnsworth was the principal stockholder or owner of the plant. This, however, is not very material for present purposes, for, whatever may be the strictly legal character of the concern for the purpose of supplying the town of Austin with water and charging therefor, its character must be the same for the purpose of lawful regulation by the Commission.

In this opinion and the order which follows, it will be referred to as the "Austin City Water Company," or simply as the "water company," or defendant, as clearness or brevity may require.

HISTORY OF WATER COMPANY

The history of this water company begins with an Act of the Legislature of the Territory of Nevada, approved February 16, 1864, which will be found in the session laws of that year on page 157. By the provisions of this Act, William C. Harrington, I. C. Bateman, John Frost, Felix O'Neill and J. Q. C. Vanderbosh and their associates and assigns, were granted the exclusive right for the term of fifteen years to lay distributing water pipes in any of the public streets and alleys of the town of Austin. No water rates were prescribed by the Act, but the grantees were left free to make such prices as could be agreed upon between themselves and the users of the water, with a proviso that whenever the town of Austin should be incorporated the corporate authorities thereof should have the right to fix and regulate the rates for the sale and supply of water.

It was further provided that the grantees of the right of franchise should supply the fire department free of charge. There was also a provision that at any time after the expiration of ten years from the passage of the Act the town of Austin should have the right to purchase the works and privileges at a valuation to be found by appraisers to be selected in the manner set forth in the law.

The foregoing are the only provisions of the original Act necessary to be considered in connection with the disposal of this case.

The rights granted by the original Act were extended by Acts of the Legislature of the State of Nevada on February 17, 1877, February 23, 1893, and March 5, 1907, each extension being for a period of fifteen years, the last-named period to expire March 1, 1923. Thus it will be seen that the franchise still has eleven years to run under the existing law. The last extension differs from the preceding ones only in providing that if the town of Austin should purchase the water works, the franchise should be valued at no more than five dollars.

DUTIES OF THE WATER COMPANY

The first point to be determined is what, under the law, are the duties of the water company in the matter of furnishing water to the people of Austin.

This point, it seems to the Commission, is easily settled. It will be observed that the right granted to the water company is an exclusive one. It is scarcely open to discussion that the acceptance of an exclusive right to furnish water carries with it, by necessary implication, the obligation to furnish a reasonably adequate supply of water, and that the water thus furnished shall be reasonably pure and good. If this view is not sound, then we must conclude that the Legislature intended to invest the grantees with a franchise to furnish much water or little, good water or bad, as their own interest or pleasure might suggest, and at the same time deny to the town the right to supply itself with water in any other way. That such was the purpose of the Legislature is unthinkable.

This Commission is, therefore, forced to proceed upon the assumption that the water company is bound by the terms of its franchise to furnish the town of Austin with an adequate supply of reasonably good water.

CONDITIONS IN AUSTIN AT TIME OF GRANT

This leads to a consideration of what is an adequate supply and what is reasonably good quality. Both of these points must be determined with reference to the conditions existing in the town of Austin at the time the franchise was originally granted and the conditions obtaining when the last fifteen-year extension was made in 1907.

In the year 1864 Austin was a new mining camp, prosperous and promising, but with an uncertain tenure of existence, as is nearly always the case of towns dependent solely upon mines of the precious metals. In such towns the bulk of the population usually consists of newcomers, in quest of sudden fortune, and of those who, either through success or failure, are about to depart. Few people take up their residence in mining camps with any thought of making permanent homes therein. Austin was no exception to this rule. It was located upon a lofty mountain in a narrow canyon with steep, rocky sides practically devoid of vegetation, and presented no features that would naturally appeal to the homeseeker as a permanent place of abode. It may well be doubted if at the present time there are a dozen persons living in Austin who were there in 1864 when the arrangements were made for supplying the town with water. If there are any such residents there they certainly are very few. In the main, we may safely assume that the personnel of the population of Austin has, since 1864, undergone an almost complete change several times over.

Hence, we must conclude that in providing for a town water supply the Legislature had in view ordinary household and domestic needs and protection from fires. We cannot for a moment suppose that in a locality where water is as scarce as it is in Austin Canyon, and arable land almost an unknown quantity, there was any purpose on the part of the Legislature to require the grantees of the franchise to furnish water for irrigation. A good supply of wholesome water for household use, for the needs of domestic animals and for fire protection was, beyond a doubt, what the Legislature and the people of Austin had in view. It is with reference to this obvious fact that we must consider the service that the water company is rendering—the quality and quantity of the water furnished.

THE QUALITY OF THE WATER

From the evidence adduced at the hearing, as well as the reports of Engineer Freudenberg, we cannot do otherwise than find as a fact that the water is of reasonably good quality. It is what is known as mountain water. It is formed mainly from the snows which fall upon the high mountains in which the town of Austin is situated. The snows melt, some of the water runs off and goes to waste in small floods, while the rest seeps into the ground, emerging therefrom in the form of springs. These waters are impounded and carried through pipes to the company's reservoir from which the town is supplied. The water may not be chemically pure, but it is nearly so and, naturally, it is as good and wholesome as it usually is the lot of any community to be supplied with. Two or three witnesses complained that once or twice and for a day or two at a time the water had tasted bad, but this appears to have been due to a pollution of the water by cattle breaking down the fence inclosing one of the springs, or to decayed matter in the distributing pipes. These complaints, though, came from not more than two or three persons, and the conditions complained of were of very short duration. In brief, most of the witnesses said that the water was good, but that there was not enough of it.

THE QUANTITY

We come now to the question of the quantity and its distribution.

The measurements by Engineer Freudenberg show that on June 19, 1911, the water flowing into the company's reservoir was 30,850 gallons a day, and upon August 19 following the flow was 30,600 gallons. This indicates a very steady flow. The statements furnished by the water company show that there are about 400 users of water. This gives a consumption of about 76 gallons per capita daily—an unusually large consumption for purely domestic uses. But it must not be supposed that any such quantity is used for household purposes and for the watering of stock. Much of it is used for irrigating lawns, gardens and trees.

Upon this point the following statement by Mr. Freudenberger in a report to the Commission is both interesting and instructive:

From the complete list of consumers furnished by Mr. McIntire you will note that there are now only 400 instead of 700 users. Therefore they consume 76 gallons per capita per day. If we assume a liberal consumption of 25 gallons a day per capita for those who have bath and toilets, and 15 gallons for all others (for all purposes except irrigation), it would require only 7,000 gallons a day for this use. This leaves 23,660 gallons a day for irrigation, more than 77 per cent of the total supply.

Figuring from the amount of ground irrigated, and a liberal amount of water for the purpose, the estimate would be as follows:

3,116 sq. ft. lawn at 10 gallons per sq. ft. per month equals 31,160 gallons or 1,038 gallons per day, which is 3.38 per cent of the total supply.

12,962 sq. ft. garden at 10 gallons per sq. ft. per month equals 129,620 gallons or 4,320 gallons per day, which is 14 per cent of the total supply.

484 trees at 200 gallons per tree per month equals 96,800, or 3,227 gallons per day, which is 10.5 per cent of the total supply.

From this method of estimating we get a figure of 27.8 per cent of the total supply as the amount used for irrigating. As very much larger quantities of water are always used than is necessary for these purposes, it is probable that the larger figure, 77 per cent of the total supply, is more nearly the correct one, as the amount used for irrigation.

As a further indication of the large quantity used for irrigation, I will give result of tests made on the quantity used by those customers who receive their supply before it reaches the reservoir. From these tests I found that 22 per cent of the customers were at that time using 71.2 per cent of the total supply. These tests were made between 9 and 9:30 a. m., at a time when irrigation was being done. They were using more than three times as much as they should be entitled to.

It was noticeable at the hearing that there were no complaints from those who received their water above the reservoir. The reason for this was obvious. The water is never shut off from them except for repairs of the pipes, while it is shut off from those below the reservoir whenever the supply is short. These latter constitute 78 per cent of the whole. It is clear, therefore, that of the total supply those above the reservoir get more than their just proportion, while those below receive less than their proper share. Whether the upper consumers take more than they actually need may not be susceptible of mathematical proof; but it is well known that when water is used for irrigation there is nearly always an excessive use unless there is some check upon it. In this case there is no such check, and it is reasonable to conclude that the 22 per cent of consumers taking their water from above the reservoir are not only getting considerably more water in proportion than their neighbors lower down, but more than they actually need. There is scarcely room for doubt that if all the water flowed into the reservoir, and the entire community served therefrom, the scarcity of water would be less apparent and work less inconvenience.

From this we reach the conclusion naturally enough that the defendant company's reservoir and pipe system are not well adapted for the just and equitable distribution of the water that the company owns and controls.

It is not to be understood from what has been said that the Commission regards the use of a portion of the water for irrigation as an improper one. The idea sought to be conveyed is that, as irrigation probably was not contemplated when the franchise was originally granted, if the community is to be limited in the use of water, the limitation should begin with the irrigation of lawns, gardens and trees, and not with the strictly household uses. The lawns, gardens and trees relieve the barrenness of the landscape and please the eye, but the household uses are absolute necessities of life. While it would not be desirable to part with the small patches of vegetation found here and there through the town, its existence does not depend upon them; but take away the water required for household use and the place would be uninhabitable.

We should be very glad to see the company develop a water supply sufficient for all proper uses, and feel that strong efforts should be made to that end. The

custom of irrigation has grown up, if not with the affirmative sanction of the water company, at least with its acquiescence. It began many years ago, and to discontinue it now would be unjust to those who with so much labor, trouble and expense have added to the comfort and beauty of their homes. There are some old residents of the town—that is to say, people who have lived there anywhere from ten to forty years. Naturally enough, during the forty-eight years that have passed since the franchise was granted, some very pretty and comfortable homes have been made. We think, though, that the use of water for irrigation should be more carefully watched and restricted than it has been heretofore, and as already stated, the limitations, if there are to be any in the future, should begin with the irrigation, and not with the use of the home.

RENEWAL OF FRANCHISE IN 1907

At the hearing the evidence disclosed the fact, and the attorney for the water company in effect admitted, that when the people of Austin consented to a renewal of the franchise in 1907 it was with the understanding that the service would be improved, and that had it not been for such understanding there would have been no renewal. This shows conclusively that the complaints have been long continued, and that the water company recognized the fact that the complaints had a substantial foundation. Still, there does not appear to have been any general effort to improve the system. All that has been done apart from the incidental repairs is the running of a couple of tunnels into the mountain in the hope of striking some additional water—a hope not yet realized to any considerable extent.

PRESENT PLANT INSUFFICIENT

The Commission does not feel itself justified in ordering the water company to buy an additional supply of water. As we do not know with any certainty where additional water can be either purchased or found by tunneling, we must for the present leave these matters to the sound business judgment of the company's management. Nor can we say with assurance that the present supply would not be reasonably adequate if it were properly handled. But it cannot be so handled with the company's present equipment for conservation and distribution. This brings us to a consideration of what that equipment is and its condition.

THE RESERVOIR

First is the reservoir. This is situated at or near the intersection of Fifth and Reese Streets. Its capacity is about 50,000 gallons, and its elevation is such that nearly if not quite all the houses and buildings in the town could be served from it. In fact 78 per cent of the water consumers are so served, the remaining 22 per cent taking their water from the main supply pipe before it reaches the reservoir. The principal sources of supply are a certain tunnel and a spring known as the "Moss Spring" situate in Pony Canyon, about a mile and a half from the reservoir.

THE MAIN PIPE LINES

From the reservoir a four-inch-main pipe extends down Fifth Street, a distance, roughly speaking, of about 950 feet. At the point of intersection the pipe is reduced to three inches, which size is continued along Main Street to Sixth Street, a distance of about 350 feet. From Sixth Street to Virginia, along Main, a distance of about 575 feet, the pipe is 2½ inches; from Virginia Street to Cedar, about 350 feet, the pipe is 2 inches, and from the last-named street to Pine, 270 feet, the pipe is 1½ inches. In the view of the Commission neither the reservoir nor the pipe line, as above described, is adequate for good and effective service.

TWO RESERVOIRS NEEDED

In the first place there should be two storage reservoirs instead of one. Mr. McIntire in his testimony stated that he had suggested to the Board of County Commissioners the construction of another reservoir, but his idea seemed to be that the town should construct it. With this latter view we cannot agree. If the water company is to have the benefit of the franchise to furnish the town with water, it must expect to bear the burden of creating and maintaining a plant reasonably sufficient for the purpose. If two reservoirs are needed, and we agree with Mr. McIntire that they are, it is just as much the duty of the water company to build the two as it was to build one. It certainly is not incumbent upon the town either to build reservoirs or lay mains for the water company.

In our opinion the company should at once construct an additional reservoir of approximately the same capacity as the one now in use. The new one should be located at some convenient and suitable place above the old one, so that it may be filled first and the overflow pass into the old one and fill that also. The connection should not be less than a four-inch pipe. The entire distribution service, as far as practicable, should be from these two reservoirs, and mainly, in the first instance, from the lower one. Special effort should be made to keep the upper reservoir full at all times for fire purposes. By this arrangement there would be three advantages:

First, the water company would be able to store twice as much water; second, it could have one reservoir full nearly all the time for fire protection; and third, the distribution would be more uniform.

PIPE-LINE IMPROVEMENTS

But the reservoir arrangement described above should be accompanied with suitable piping. To make the water in the upper reservoir effectively available for all purposes, there should be a four-inch pipe extending from the reservoir directly to the company's four-inch main on Fifth Street. This connection may be made at a point most convenient and economical for the water company. If the two reservoirs be close together, no great length of pipe would be necessary to make the connection.

The four-inch pipe down Fifth Street to Main seems to be sufficient for all requirements. Nothing more appears necessary with respect to that stretch of pipe than to keep it in good condition. But at the Main-Street connection the pipe is reduced to 3 inches, which size is continued to Sixth Street. This we regard as too small. It should not be less than $3\frac{1}{2}$ inches, and 4 inches would be better. At the intersection of Main and Virginia Street, there is further reduction to $2\frac{1}{2}$ inches. This is also too small and should be replaced with a pipe of not less than 3 inches. From Virginia Street to Cedar the pipe is now 2 inches, and from Cedar Street to Pine it is only $1\frac{1}{2}$ inches. These are both inadequate, and $2\frac{1}{2}$ -inch pipe should be substituted for the present piping all the way from Virginia Street to Pine Street.

WATER FOR FIRE PROTECTION

We now come directly to the question of the duty of the company with respect to furnishing water for fire protection. Counsel for the water company contends that the franchise does not impose upon the company the obligation to maintain any certain measure of water for that purpose, but that it fully performs its duty in that respect when it offers for the use of the fire department in the customary manner the available supply. Defendant's counsel further argues that, if the franchise imposes upon it the duty to have available the quantity of water required by the fire department in fighting fire, the measure of the quantity must be arrived at in a reasonable manner, and that the interpretation of the clause must not be confiscatory.

We grant fully that the clause in question and the entire Act should receive a reasonable interpretation. It is a general rule in dealing with all statutes that their language should be interpreted reasonably. We are endeavoring to observe that rule in determining the rights and duties of the defendant water company under its statutory franchise. To hold that the defendant company is not bound to furnish a reasonably adequate supply of water to the fire department would not, in our judgment, be a fair and reasonable interpretation of the statute. Clearly one of the objects in granting the franchise was to secure fire protection. Hence, the last proviso in section 3 of the original Act, which reads: "Provided, that said grantees and their assigns shall supply the fire department free of charge." Defendant's counsel admits that this proviso effectually prevents any charge for water which is supplied to the fire department. But what do the words "shall supply" mean? Here we have a direct affirmative mandate that the water company shall supply water to the fire department, and this with no words of limitation whatever. It would hardly be a strain upon the rules of statutory interpretation to say that it means a full and adequate supply. Surely, then, for us to hold that it means a reasonably adequate supply, cannot be open to question by the defendant company. The contention of defendant's counsel would completely nullify the words "shall supply," and make the proviso almost, if not entirely, ineffective, when, as every well-grounded lawyer knows, a proviso is the strongest part of a statute. We hold, therefore, that the proviso clearly means that the water

company shall supply water to the fire department, and that the quantity supplied shall be reasonably adequate.

WHAT IS A REASONABLY ADEQUATE SUPPLY

The next question is: What is a reasonably adequate supply?

This, of course, cannot be stated in gallons. There is a great difference in fires. A fire sweeping over half the town would be a very different thing from one which is confined to a single building. We may readily imagine a fire, even in the town of Austin, reaching the magnitude of a conflagration, and which no supply of water under control of the water company, or which it could obtain, would be sufficient to cope with. But such fires are rare. We think, though, less that even with its present supply of water the company should be ready at all times to furnish enough to subdue an ordinary fire—one confined to a single building, or which even extends to two or three. In most cases a good supply of water immediately at hand will enable the firemen to restrict the fire within comparatively narrow limits. The evidence at the hearing tended to show that the present reservoir will hold enough water to extinguish an ordinary fire. The trouble seems to have been that the reservoir was never full to begin with, and the main pipe was inadequate for quick and effective service.

This leads up to another feature of the case that deserves some consideration.

THE OLD FIRE MAIN

Many years ago—just how many does not appear—when the mines of Austin were in operation upon an extended scale, large quantities of water were brought to the surface. Either the Manhattan Mining Company or the town, or possibly both together, caused a water main to be laid down Main Street parallel with the water company's line, and only a few feet away from it. The water from the mines, unfit for domestic use, was turned into the main for use in case of fires. The town appears to have placed hydrants at intervals along the main to which the hose was attached, and assumed the care and control of the hydrants, replacing or repairing them when necessary. Later on the mines ceased raising their water to the surface. It was allowed to run off through tunnels and no longer found its way into the main. Then a connection was made between the water company's main and the so-called fire main. Upon an alarm of fire it is now the custom for the manager of the water company to go to the point of connection, which is near Fifth Street, open the valve and let the water into the fire main, as it has been called to distinguish it from the water company's main. Except at such times there is no water in the fire main, and the evidence tends to show that this main is in bad condition, breaking easily under pressure.

WATER COMPANY BOUND TO FURNISH FIRE MAIN

The water company claims that, by reason of the laying of this so-called fire main and its use as described, the water company itself is exempted from the obligation of laying and keeping in order a main suitable for fire purposes. We cannot regard this contention as a sound one. The laying of the fire main and its use in no way interfered with the substantial rights of the water company. The water from the mines was not competitive. It was free water for fire purposes. If the water company had furnished the same quantity of water for the same use, no charge could have been made for it. The laying of the fire main and filling it with water from the mines simply relieved the water company for a time of a part of the obligation cast upon it by its franchise. We are aware of no principle of law or equity which supports the plea that because the water company was thus relieved for a time of a part of its burden under the franchise, it should be relieved for all time.

Defendant's counsel urges that, even though the water company is bound to furnish a reasonably sufficient supply of water for fire protection, it is not bound to provide the main. If it is, why stop at the main? asked counsel. Why not require the company to provide hydrants, hose, nozzles, hose carts, and even the men to fight the fire? We are not impressed with this argument. Its illogical character will appear at once if we reverse it and turn the same line of reasoning back upon the company. If it is not bound to furnish a main, why should it be required to furnish a reservoir? Why would it not be fully performing its duty by saying to the firemen: "Go up to the original source of supply, bring down the water the best way you can, and we will charge nothing for it?"

Thus we see how easy it is to go to extremes either way. In dealing with such a question we should endeavor to strike a happy and reasonable mean.

PIPE MAINS INDISPENSABLE

There is no way by which a city or town can be supplied with water except by a system of piping. The franchise under which the defendant is operating, in terms grants the exclusive right to lay distributing water pipes in the streets and alleys of Austin. Acting under this authority the defendant company has laid its main down Fifth Street to Main Street and then down the last-named street to the lower end of the town. In no other way could the town of Austin be supplied with water for domestic use. Equally true is it that in no other way could the water company supply the fire department. The water company has itself recognized its obligation to lay mains and the necessity of so doing in order to supply the town with water. Water supplied the fire department is certainly water supplied the town. It cannot be so supplied without a suitable main. We do not say that there should be a main solely for the delivery of water to the fire department, but we do say that there should be a main sufficient to supply the town for all purposes, including fire protection. Without the provision for supplying the fire department it is morally certain that the franchise would never have been granted. In our judgment the obligation to supply the water for fire protection carries with it the obligation to lay the main or mains necessary for the effective use of the water.

IMPROVEMENT NECESSARY

We must hold, therefore, that it is the duty of the defendant company to provide and keep in repair a pipe line extending along Main Street from Fifth down to Pine, sufficient for both household use and fire protection, with which pipe the town shall have the right to connect its fire hydrants.

We believe that the building of an additional reservoir and enlarging the pipe line on Main Street to meet the views hereinbefore expressed would not impose an undue burden upon the defendant water company or be in any sense confiscatory. If these improvements cost as much as the entire net income of the company for a year, which is about \$1,675, the expenditure would not be an excessive one to require under the circumstances. If the necessary expenditure were double or even treble the sum named, it would still be reasonable.

In considering what the defendant water company may reasonably be required to do in the way of improving its plant, it should be borne in mind that the company has had a complete monopoly of Austin's water supply for forty-eight years, at all times fixing its own rates and charges. During the whole of this long period little or nothing has been done to improve the plant. It has not even been kept up in what can fairly be termed first-class condition. Nothing more than incidental repairs have been made, and these only when imperatively needed. The oft-repeated complaints by grand juries indicate that the plant has been allowed to deteriorate seriously. The evidence tends to show that the main pipe is old, worn and rusty, and that much of it will soon have to be replaced in the ordinary course of repairs. Hence, to make the changes in piping which the Commission has found will be necessary for adequate service will be far less burdensome upon the water company than it would be if the present pipe line were in condition to last a long time. New 4-inch pipe would be necessary to connect the new reservoir with the Fifth-Street main. Then some 350 feet of 3½-inch pipe would be needed from Fifth Street to Sixth. From Sixth Street down to Pine the pipe would be 3 and 2½ inches. Of these sizes the company already has 575 feet of 2½ inch and 350 feet of 3 inch. All of this pipe that is good could be used in the change. If it is not fit for use in this way it emphasizes what has been said concerning the poor condition of the line of pipe in general. There are other circumstances which show the advantage of making the changes in the manner indicated. The evidence, while not very specific on the point, left little room for doubt that the entire piping system of the defendant company is in poor condition. The laterals must of necessity need repairs and replacements from time to time, and all of the 2-inch and 1½-inch pipe removed from the main, if in fairly good condition, could be used in repairing the laterals. If such piping is not in fairly good condition, it would soon have to be replaced where it is in the ordinary course of repairs. In this connection it is also to be considered that if a new reservoir is constructed it will probably last as long as it will be needed, and that any new piping laid in accordance with the views herein expressed would not have to

be replaced for many years, in consequence of which the repair account would be very much lighter.

THE WATER COMPANY'S STRONG POSITION

It is urged by the defendant company that it cannot afford to make extensive improvements at this time because the franchise has only ten or eleven years to run. There are two answers to this: First, even if the franchise should not be renewed at the expiration of its present term the water company can well afford to make the required improvements in view of its long immunity from such expense. Second, there is not a shadow of a doubt that if satisfactory service is rendered the franchise will be renewed. The defendant company owns all the water immediately available, and, if the service is reasonably good, there can be no motive on the part of the town to either force a forfeiture of the franchise or object to its renewal. No such desire has been suggested. We regard the water company's position as unusually strong and secure, provided, always, that the service is good.

STREET SPRINKLING

It is urged on behalf of the defendant company that it is not required under its franchise, to furnish water for street sprinkling. This point is not in issue. The franchise certainly does not impose upon the company the duty of furnishing free water to sprinkle the streets. What it might be compelled to do in the way of selling water for that purpose would depend largely upon circumstances—the supply, for example, compared with the demand for more pressing uses. We will pass upon that question when it arises.

WATER FOR FLUSHING TOILETS

It is argued with apparent seriousness that the company is not bound to furnish water to flush the toilets. But, however seriously the contention is made, we are not disposed to treat it very seriously. The flushing of toilets is a very essential household use wherever there is a toilet to be flushed. It has a most important bearing on sanitary conditions. It might as well be claimed that the company is under no obligation to supply water for bathing or for washing clothes. We feel constrained to regard this contention as being intrinsically unsound.

REASONABLENESS OF RATES

The question of the reasonableness of the rates has not been raised in this proceeding. Some of the witnesses even went so far as to say that they would be willing to pay higher rates for better service. One witness complained of discrimination. It was not a large matter, but no one likes to be discriminated against, even in small things. It appears from the testimony that the charges to different consumers bear scarcely any logical ratio to each other considered on the basis of service, and that they have been fixed arbitrarily. The schedule of rates as a whole is, by comparison, reasonably low, but it presents inequalities that ought not to exist because inequalities always create dissatisfaction. The matter is not in such shape that a definite order can be made in regard to it, but we very strongly urge a complete revision of the schedule, to the end that each consumer may be charged as nearly as possible in proportion to what he uses.

Briefly summarizing the foregoing, we are led to specific findings as follows:

First—The water company, having been granted an exclusive right to lay water pipes in the streets and alleys of Austin, is bound to furnish an adequate supply of reasonably pure water.

Second—An adequate supply means a quantity reasonably sufficient for all ordinary town uses.

Third—That includes not only the water necessary for drinking, cooking, bathing and washing, but also for fire protection.

Fourth—That the provision that the grantees shall supply the fire department free of charge, means that a reasonably adequate quantity shall be furnished, and furnished through a main in the usual and customary way.

Fifth—That the duty to furnish a reasonably sufficient quantity of water imposes upon the defendant the duty of providing a plant sufficient for that purpose.

Sixth—That the present plant is not sufficient, and that as now furnished the supply of water is not reasonably adequate for the proper needs of the town.

Seventh—That whether the supply of water now owned and controlled by

the water company is sufficient to meet the reasonable wants of the town, can only be determined by so improving the plant that the water can be used to the best possible advantage.

Eighth—That the water company is not absolutely bound to furnish water for irrigation or street sprinkling although it is reasonable and proper for it to do so, if it can be done without unduly limiting the supply for household use and fire protection.

Ninth—That the water company should make earnest and consistent efforts to develop a supply of water sufficient for all purposes, and thus eliminate any question as to its liability to furnish water for all necessary purposes, including irrigation of the lawns, gardens and trees and street sprinkling.

Tenth—That it should at once construct an additional reservoir, and change and enlarge its pipe line in accordance with the views expressed in this opinion.

It is believed that the findings numbered from one to nine, inclusive, fully justify an order requiring the water company to make the improvements mentioned in finding number ten.

ORDER

Pursuant to the findings and conclusions embodied in the foregoing opinion, on this, the twenty-seventh day of March, 1912, at a regular meeting of the Public Service Commission of Nevada, all members thereof being present and concurring, it is hereby ORDERED:

First—That the Austin City Water Company proceed with all reasonable dispatch to construct an additional reservoir, capable of holding not less than 45,000 gallons, at some suitable point above the present one, and connect the new reservoir with the one now in use by a pipe of not less than four (4) inches in diameter, and that the said new reservoir be connected by a 4-inch pipe with the main now extending from the present reservoir down Fifth Street to Main Street.

Second—That the 3-inch pipe now extending along Main Street from Fifth Street to Sixth be replaced by one of not less than 3½ inches. That from Sixth Street to Virginia Street on Main Street the 2½-inch pipe be replaced by a pipe of not less than 3 inches, and from Virginia street to Pine street the present piping of 2½ inches be replaced throughout by a pipe line of not less than 2½-inch capacity.

Third—That when such new pipe is laid it shall be furnished with proper fittings necessary for connection with the fire hydrants at or near the points where the hydrants are now placed, and that the governing board of the town shall have the right to connect said hydrants with the said pipe line.

Fourth—The period of sixty days after the service of this order upon the defendant is hereby named as a reasonable time within which the changes and improvements herein ordered shall be commenced, and sixty days thereafter is designated as a reasonable time within which to complete the work.

PUBLIC SERVICE COMMISSION OF NEVADA,

By E. H. WALKER, *Secretary*.

The foregoing order has been obeyed by the company and, as this Commission is advised, to the general satisfaction of the people of Austin. What they wanted was good service and an ample supply of water for fire purposes. The order appears sufficient in its scope to insure both, under present conditions, and with no hardship to the water company.

MANY CASES CONSIDERED

Many other complaints, some individual and some general have been considered by the Commission, and a number of investigations have been made upon the Commission's own motion. A full list of these cases is given further on in this report.

THE ELY CASE

Important among them is that of the city of Ely against the electric-light company of that place.

The complaint was made by the City Council, which in turn was represented by the City Attorney. The allegations were of excessive and

discriminatory charges. A full hearing was had at Ely before Chief Commissioner Bartine, with Engineer Freudenberger present, but final decision has not been rendered for the reason that the legal representatives of both the city and the defendant company have stipulated for extensions of time in which to prepare and file their briefs. As the city of Ely is represented by its duly elected officials, the Commission has felt that such officials should be permitted to control their own case, in the absence of complaint or protest by private citizens. It is believed that the case will soon be submitted for final decision, which decision will be promptly rendered thereafter.

This case is one of very considerable importance, involving, as it does, the entire electric light and power system of the city of Ely. On the part of the Commission it has been investigated with the greatest care. But, without the briefs of the parties showing their claims and contentions, the Commission has hesitated about proceeding to make a final order which might not be satisfactory either to the city or the defendant. We hope, though, soon to be able to make final disposition of the case.

THE TONOPAH CASES

Three complaints have come to the Commission from Tonopah, against the electric light and power company, the water company, and the sewer company. The allegations were, in general, excessive and discriminatory charges and unjust regulations and practices.

Full hearings were had before First Associate Commissioner Shaughnessy and Second Associate Commissioner Simmons in October last, with Engineer Freudenberger assisting. Final decisions would have been rendered before this in all of the cases, but the Commissioners have been pressed with other work and besides have been awaiting the receipt of data necessary for the proper decision of the cases. This is now expected soon to be at hand and after it has been received there will be prompt action by the Commission. In fact, the Commission has not been able to see its way clear to grant the relief asked for in the sewer case, because of the financial difficulties under which the sewer company is operating. The Commission has, though, submitted a proposition to the County Commissioners, the people of Tonopah, and the sewer company, for cooperative action which if acted upon will, it is believed, give to the people of the town a greatly improved service at much reduced rates. Following is the text of the Commission's proposition:

OFFICE OF THE
PUBLIC SERVICE COMMISSION OF NEVADA,
CARSON CITY, November 22, 1912.

To the Board of County Commissioners of Nye County, Nevada,
and

To the People of the Town of Tonopah, Nevada:

Pursuant to the hearing and investigation held by the Public Service Commission of Nevada, upon the complaint of the Tonopah Business Men's Association against The Tonopah Sewer and Drainage Company at Tonopah, Nevada, October 1, 1912, the Commission desires to submit the following tentative report and recommendation to the Board of County Commissioners and to the people of Tonopah:

The Tonopah Sewer and Drainage Company is an incorporated company operating under and by right of a franchise granted by the Legislature of Nevada, approved March 10, 1911, to supply and furnish to the town of Tonopah, sewerage service for a period of fifty years.

The capital stock of the company amounts to 200,000 shares, par value \$1

a share and which, at the present time, is all outstanding. Of this amount 101,000 shares are owned and controlled by Mr. J. G. Crumley of Tonopah, Nevada, and thereby he and his associates exercise control of the company.

The outstanding bonded indebtedness of the company consists of \$23,500 worth of bonds, drawing 6 per cent annual interest.

The system consists of 7,218 feet of 10-inch sewer pipe, 12,077 feet of 8-inch sewer pipe and 35,081 feet of 4-inch sewer pipe, serving practically all of the main thoroughfares of the town of Tonopah. There are a number of streets which are yet unserved by sewer mains, and it was variously estimated at the hearing that the completion of these laterals, including the laying of the pipes up to the property line of all residences, would cost from \$6,000 to \$10,000. It was impossible to ascertain from the data available how much money had originally been put into the system. It appeared from the testimony adduced that Mr. J. G. Crumley, in gaining the stock control of the company, had made an expenditure approximating \$30,500, and this, therefore, coupled with the bonded indebtedness of \$23,500 outstanding, represents an active investment of \$54,000, which is apparent at this time.

The figures with references to the cost of reproducing the property, as placed before the Commission by the company, were rather indefinite—approximating \$70,000. Upon a comprehensive check and analysis of the cost of reproducing the plant, made by W. K. Freudenberger, the Commission's engineer, since the close of the hearing, the conclusion has been reached that the same can be reproduced for \$50,000.

It was shown at the hearing that there was approximately 180 sewer connections in the town of Tonopah and that the annual revenue would amount to \$8,882. The interest charges on bonds amount to \$1,410 per annum and the operating expenses and taxes were found to amount to \$5,726.84, or a total of \$7,136.84 for operating expenses, taxes and interest. The net income remaining, therefore, on this basis would amount to \$1,745.16.

The situation was found to amount to this:

That while the charges for sewer service are perhaps the highest to be found anywhere in the country, nevertheless the conditions were such that it was very quickly seen that little, if anything, could be done in the way of reducing rates and still enable the company to meet its obligations.

The Commission found among other things that very serious consideration had been given by the people of Tonopah to the matter of voting upon a proposition to take the sewer company over, upon the basis of some nominal consideration to the present owners, and to assume the bonded indebtedness, and thereafter operate the plant by the municipality as is done in practically all other cities. After careful deliberation those at the head of the movement were convinced that the town of Tonopah was perhaps at this time bonded as heavily as the people would care to obligate themselves, and therefore the movement was abandoned.

The company, on the other hand, had made certain percentage reductions in their rates, with the understanding that a substantial amount of new business would be offered, but, for some reason, they were disappointed and the new business failed to materialize. The management of the company then served notice that the rates would be increased to the old basis, and thereupon the matter was made the subject of complaint by the Business Men's Association of Tonopah to this Commission and the action above referred to was then begun.

The average monthly charge for sewer connections at this time is about \$4.10.

The Commission found a very unhealthful condition existing in the sentiment as between the people on the one hand and the company on the other; it being said that the charges were so high as to prevent new connections being made on the one hand, while on the other hand the company, without being able to secure a guarantee of a substantial number of new connections, was afraid to authorize any reduction in its rates, for the reason that if they did so the rates would necessarily have to come down all along the line and they then would be unable to meet their fixed charges.

With this phase of the situation in mind, the Commission now undertakes to lay before the people of Tonopah and also before the sewer company a comprehensive recommendation as to joint action, which, if carried out, we believe will result in giving to the people of Tonopah a first-class sewer service at a minimum of expense under private ownership.

After careful consideration, the Commission is of the opinion that it will be highly advantageous to the people of Tonopah, as well as the sewer company,

If the Board of County Commissioners in the exercise of the police power will, in the interest of the health and welfare of the people, prescribe a sanitary district within the town of Tonopah, making it unlawful for the property owners of Tonopah to maintain and operate the present system of sewerage cesspools. If such a regulation is prescribed, it will have the effect of forcing direct sewer connections amounting to somewhere between 600 and 800 in number, and if the County Commissioners and the people of Tonopah will agree to cooperate along these lines, it appears to this Commission as at present advised and informed that a graduated schedule of rates, the average of which upon the basis of 800 connections, should not exceed \$2 per month, would be entirely feasible and just to all parties interested.

For example: In considering the matter roughly at this time we assume that business connections amounting to, say, approximately 250 in number could be made at \$2.50 per connection. Three- to five-room cottages, assuming that there is 350 in number, could be made on the basis of \$1.50 per connection and miners' cabins, consisting of three rooms and under, approximating 200 in number, could be made on the basis of \$1 per connection per month.

This is merely illustrative of what the Commission may do, if it has a substantial volume of business upon which to work, and it is not unlikely that a different and better graduation in the rates can be effected when the time for action comes. The Commission is very anxious that some such action as this should be taken in order that a far-reaching and comprehensive adjustment may be made for the people of Tonopah. Without the cooperation and aid of the people of Tonopah themselves, it will be very difficult to accomplish any results that are really worth while. While some reductions might be effected, they would only be of minor importance and would not afford the relief that a community such as Tonopah should enjoy.

In working out a schedule along the lines suggested above, there is no disposition to do other than even-handed justice by the sewer company as well as protecting the interest and health of the people of Tonopah, and, in any event, nothing more than rates sufficient to allow the sewer company a fair return upon a reasonable value of its property used in the public service will be allowed.

It is further to be understood that if the sanitary district above referred to is established, the Commission will require the sewer company to extend the sewer lines prescribed, not only to all of the streets within the sanitary district, but also to carry the branches up to the property line of each subscriber's premises, and the property owner will be only to the expense of making the connection from his house to the sewer company's pipes at his property line.

In consideration of the foregoing, the Commission requests that the Board of County Commissioners of Nye County, after due investigation, advise the Public Service Commission of Nevada in the premises as to what action will be taken regarding the matter of establishing a sanitary district within the town of Tonopah.

PUBLIC SERVICE COMMISSION OF NEVADA.

By H. F. BARTINE,

Chief Commissioner.

By J. F. SHAUGHNESSY,

First Associate Commissioner.

By W. H. SIMMONS,

Second Associate Commissioner.

RENO POWER, LIGHT AND WATER CASES

The Commission has, upon its own motion, taken up the matters of the reasonableness of the charges for light and water by the Reno Power, Light and Water Company. Citations have been issued to the company, and as soon as possible the formal investigation will begin.

The subject is a large one, requiring broad and comprehensive treatment. Much data will have to be gathered, and considerable time must necessarily elapse before the cases can be finally disposed of.

IN GOOD WORKING ORDER

During the year and nine months of its existence the Commission has laid a substantial foundation for future work. With the intelligent aid of its engineer, the Commissioners have acquired a fair knowledge of the general methods employed by light, power, water and sewer companies in the conduct of their business, and even, be it modestly said, some conception of the scientific principles upon which their operations are based. We hope from this time on to be able to move forward with more assurance, and to produce results in every way satisfactory to those chiefly concerned. The work, as a whole, is a difficult one because there are no two utilities in the State that are operating under conditions that even approximately are the same. In determining what are reasonable rates, rules, regulations and practices, these varying conditions must be considered. The legal principles that govern and control are essentially the same as those applicable to the regulation of railroads, but the conditions are more variant, and hence the difficulty of finding rules of general application. Each case stands largely upon its own footing and must be dealt with upon the basis of its own facts, circumstances and conditions. In securing results beneficial to the people and at the same time working no injustice to the utility, the Commission must, in the main, be guided by its own best judgment applied to the particular case in hand, but at the same time with a due regard for those general principles of regulation recognized by courts and by other similar commissions.

The work of the Commission must, in the nature of things, grow, both in extent and importance with the passing of the years and the growth of the State. It is to be hoped that in view of its small addition to the general expense, it will be sustained at its present standard of efficiency. A failure to do this would be a step backward and in a measure take Nevada out of the advanced line of progressive States.

COMPLAINTS AGAINST UTILITIES

Case No. 13—Excessive Electric Bill Alleged.

On January 9, 1912, informal complaint was made by George Brodigan against the Truckee River General Electric Company, alleging excessive electric bill for December, 1911. Mr. Brodigan had not used his electric lights the last ten days of the month and believed his meter was registering too fast. The meter was tested and found to be registering correctly. Explanation was made that the bill covered the period from November 20 to December 20, and did not include the time when no current was used, and the case was closed to the satisfaction of complainant.

Case No. 14—Excessive Gas Bill Alleged.

On January 24, 1912, informal complaint was made by Rev. Father Gartland against the Carson City Coal Gas Company, alleging excessive gas bills for St. Theresa's Church. A test of the gas meter was made and the meter was found to be registering correctly. The case was therefore closed.

Case No. 15—Complaint Against Excessive Rates.

On January 29, 1912, complaint was made by the City of Ely, through

its Mayor and City Attorney, against the Ely Light and Power Company, alleging discrimination and excessive rates. Citation was issued to the above-named company requiring them to answer said complaint. Answer to same was received February 18, 1912, after which hearing of the case was set for April 16, 1912, to take place at Ely. Hearing took place on the day named before Chief Commissioner Bartine. Complainants were represented by G. F. Boreman, City Attorney of Ely, and defendants were represented by Mr. S. W. Belford, attorney for the Ely Light and Power Company, and Mr. Arthur Smith, the manager of the company. Testimony was introduced on behalf of complainants and defendants and at the close of the hearing complainants were given thirty days in which to file their brief, defendants thirty days in which to reply, and complainants fifteen days thereafter in which to file the closing brief.

Up to the closing of this report complainants have not filed their opening brief but have forwarded several stipulations entered into with the attorney for defendant extending the time limit in which to file their brief from month to month up to the close of the year. The Commission deeming these extensions of time for filing this brief to be injurious to the interests of the people of Ely has decided to allow no further extensions of time hence defendants have been directed to file their brief within thirty days of some time in January and after receiving the same to consider the case finally submitted, after which the decision of the Commission will be rendered at the earliest date possible.

Case No. 16—Stream Pollution.

On January 31, 1912, a communication was received from E. F. Lunsford, City Attorney of Reno, requesting this Commission to cooperate with the City Council of that city in an attempt to compel the Floriston Pulp and Paper Company of Floriston, California, to discontinue the practice of discharging the refuse liquor from its works so near the Truckee River. This refuse liquor has for a number of years been percolating through the ground and getting into the river a short distance above Reno, thus contaminating the Reno water supply.

On April 26 the following letter was addressed to City Attorney Lunsford of Reno, Nevada:

MR. E. F. LUNSFORD, City Attorney, Reno, Nevada.

DEAR SIR: There has been some delay on the part of the Commission in answering your letter relative to the pollution of the waters of the Truckee by the Floriston mill. This has been due to a number of causes, chief of which have been the many demands upon the time and attention of the Commission with respect to matters over which it has complete jurisdiction, and which it could not unduly neglect.

It has, however, at all times been the purpose of the Commission to render whatever aid it could in securing relief and protection for the people of Reno in the matter referred to. Of course you understand that the jurisdiction of the Public Service Commission does not extend beyond the boundary line of the State of Nevada. Even if the Floriston mill were located within this State, we would have no jurisdiction over it, and we could not, by any official action of ours, direct its manner of conducting its business.

It is, though, our province and duty to see to it that the water company furnish the people of Reno with good and pure water for domestic use. Hence, anything that we might do to aid in ameliorating the condition complained of would have to be done, or rather would come as an incident to our jurisdiction over the water company. But neither the water company nor the city of Reno could do anything to prevent the pollution of the stream in California, except through the medium of the courts.

I have not had an opportunity of examining the records in the former case

in the Federal Court and hence, am not familiar with the principles upon which it was decided or even with what was actually done with it. As soon as I can I will make it a point to look into the records and fully inform myself. Meanwhile, I can only say at this juncture that the whole Commission will stand ready to aid you in every feasible way.

Mr. Shaughnessy and I will leave for Washington on the 1st of the month, and will probably be gone about three weeks. Upon our return or shortly thereafter I will take the matter up with you again.

Very truly yours,

H. F. BARTINE,
Chief Commissioner.

Up to the closing of this report no definite action has been taken in the matter.

Case No. 17—Inadequate Water Service.

On February 13, 1912, complaint was made by Mr. Geo. J. Betty of Candelaria against the Esmeralda Water and Milling Company. The pipes of the water company burst, due to water freezing in them, and no effort was being made to repair the pipes at that season of the year, consumers being compelled to haul water from the reservoir which was two miles from Candelaria. The Commission's engineer was sent to Candelaria to investigate the matter, and after considerable correspondence repairs were made and water service resumed May 15.

Case No. 18—Discrimination Alleged.

On February 10, 1912, complaint was received from the Western Gypsum Company of Reno against the Reno Power Light and Water Company, alleging discrimination in electric power rates. Later, on the same date, this complaint was withdrawn, the matter having been satisfactorily adjusted between the complainant and the electric company.

Case No. 19—Excessive Rates for Sewer Service Alleged.

On March 2, 1912, complaint was received from the Tonopah Business Men's Association of Tonopah, Nevada, against the Tonopah Sewer and Drainage Company, alleging excessive rates for sewer service. Hearing of this case was held at Tonopah on October 1, 1912, after due notice and citation. Later a report and recommendation was sent to the Board of County Commissioners and the people of Tonopah advising the people to purchase the sewer and operate same. The text of said recommendation will be found in the preliminary portion of this report.

Up to the close of the report, the Commission's recommendations have not been acted upon by the Board of County Commissioners of Nye County.

Case No. 20—Investigation of Water Rates and Inadequate Fire Protection at Tonopah, Nevada.

On August 12, 1912, the Public Service Commission, on its own motion, issued a citation to the water company of Tonopah to appear and show cause why its rates for water service in Tonopah, Nevada, should not be reduced, and better fire protection afforded the people of that city. This action was taken by the Commission upon the request of the grand jury of Nye County. Answer being filed by the defendant company, the Commission set the date for hearing in the case to take place in Tonopah, Nevada, on September 26, 1912.

The hearing was held before Commissioners Shaughnessy and Simmons on September 26, testimony being taken on behalf of the people of Tonopah and the defendant in the case. Appearances were made on

on behalf of the people of Tonopah and Nye County by J. A. Sanders, District Attorney of Nye County, and on behalf of the water company of Tonopah by Mr. H. R. Cooke. Representatives for the city of Tonopah waived the right of filing briefs in the case, and the Commission gave the defendant company thirty days after the receipt of the transcript of testimony in which to file its brief. Defendant's brief was filed on December 21, 1912, and the case submitted for decision.

Up to the closing of this report decision has not been rendered by the Commission, but the case will be disposed of at the earliest date possible.

Case No. 21—Overcharge on Gas Bills.

On March 18, 1912, E. Patrick made formal complaint against the Carson City Coal Gas Company, alleging overcharge on gas bills for March and April of 1911. The Commission took the matter up with the gas company and a rebate of \$5 was allowed on the bills in question, which was satisfactory to the complainant, and the case was closed.

Case No. 22—Overcharge on Gas Bill Alleged.

Overcharge on gas bill alleged was made by R. A. McKay against the Carson City Coal Gas Company, alleging that his gas meter was registering too fast. The meter was tested and found to register with the accuracy prescribed by this Commission, and the case was closed.

Case No. 23—Bad Voltage Regulations.

On April 27, 1912, informal complaint was made by E. M. Steninger of Elko, Nevada, against the Elko Water and Light Corporation, alleging poor voltage regulation. The matter was taken up with the electric company and a decided improvement in the service was made, as reported by complainant.

Case No. 24—Meter Registered Fast.

On April 27, 1912, complaint was made by E. W. Hulse of Ely, Nevada, against the Ely Light and Power Company alleging that his meter was registering about 3 per cent fast as shown by the electric company's test and that the company refused either to make refund or to install a new meter.

The matter was taken up with the electric company and satisfactory adjustment made.

Case No. 25—Investigation of Electric Light and Power Rates at Tonopah, Nevada.

On August 9, 1912, the Public Service Commission, on its own motion, issued a citation to the Nevada-California Power Company, to appear and show cause why its electric light and power rates should not be reduced in Tonopah, Nevada. This action was taken by the Commission upon the request of the grand jury of Nye County.

Answer was filed by the defendant company on September 14, 1912, and the Commission thereafter set the date for hearing in the case to take place in Tonopah, Nevada, on September 26, 1912.

The hearing was held before Commissioners Simmons and Shaughnessy on September 26, 1912, testimony being taken on behalf of the people of Tonopah and the defendant in the case. Appearances were made on behalf of the people of Tonopah and Nye County by J. A. Sanders, District Attorney of Nye County, and on behalf of the Nevada-California Power Company by Mr. I. B. Potter.

Representatives for the city of Tonopah waived the right of filing briefs in the case, and the defendant company was given thirty days after the receipt of the transcript of testimony in which to file its brief.

Further hearing was held in this case at Carson City in the office of the Commission, on December 6, 1912, at which additional testimony was filed by the Nevada-California Power Company, the company being represented by Mr. I. B. Potter, its attorney, and Mr. R. H. Hodge, the auditor and assistant secretary. The people of Tonopah were not represented at this hearing, but had agreed at the former hearing to the admission of the testimony submitted at this time.

Time was extended until January 31, 1913, in which the defendant company was to file its brief.

The case is therefore still pending at the time of closing this report.

Case No. 26—Overcharge on Electric Bill.

On June 24, 1912, informal complaint was received from W. B. Graham of Ely against the Ely Light and Power Company, alleging overcharge on his electric bills. Mr. Graham's meter was tested and found to be registering 6.7 per cent fast. The matter was taken up with the electric company and satisfactory adjustment was made by adjusting the meter and making refund of the amount of the overcharge.

Case No. 27—Unsanitary Water Supply Alleged.

On September 2, 1912, the Goldfield Consolidated Water Company of Goldfield, Nevada, forwarded to this Commission samples of water taken from the city mains, stating there had been complaints made that the water was unsanitary and injurious to health on account of excessive amounts of alkali, and asking the Commission to have samples analyzed. Accordingly samples were sent to Sanford C. Dinsmore, chemist at the University of Nevada, with the request that they be analyzed. The analyses were promptly made, and they proved the water to be pure and wholesome and not at all unsanitary or injurious to health.

Case No. 28—Neglect To Provide Protecting Cradle where High-Tension Line Crosses Telephone and Telegraph Lines.

On October 25, 1912, complaint was received from Ben Brown of Verdi, Nevada, against the Truckee River General Electric Company, alleging that the power company had no protecting cradle or other guard under their high-tension lines where they cross the Postal Telephone and Telegraph lines.

The matter was taken up with the power company and they agreed to make the necessary corrections.

Case No. 29—Refusal To Furnish Three-Phase Service.

On November 9, 1912, complaint was made by the Benzole Dry Cleaning Company of Reno, against the Reno Power, Light and Water Company, alleging that the power company refused to furnish them with three-phase power service. The matter was taken up with the power company, and on November 25 the Commission received a statement from the power company to the effect that they had conferred with the manager of the cleaning company and they had mutually agreed that the single-phase service would be most desirable, and the same was furnished to the satisfaction of complainant.

Case No. 30—Electric Service Discontinued.

On November 7, 1912, complaint was made by Jas. T. Sullivan of Luckyboy against the Pacific Power Company, stating that the power company had discontinued electric service to the town. The matter was taken up with the power company who advised that the mine had shut down Luckyboy and the bills of the remaining consumers amounted to about \$6.50 per month, while the expense of the power company was many times this amount to continue this service.

Being unable to get further advice from complainant the case was dropped.

Case No. 31—Meter Registering Too Fast.

On November 4, 1912, complaint was made by C. L. Davis of Tonopah against the water company of Tonopah, alleging that his meter was registering too fast. The matter was taken up with the water company and they removed the meter, replacing it with an accurate one.

All of which is respectfully submitted.

H. F. BARTINE,
Chief Commissioner.

J. F. SHAUGHNESSY,
First Associate Commissioner.

W. H. SIMMONS,
Second Associate Commissioner.

E. H. WALKER, *Secretary.*

**ANNUAL REPORTS OF ELECTRIC, WATER AND
GAS UTILITIES FOR THE YEAR ENDING
JUNE 30, 1912.**

WATER COMPANIES
POPULATION OF TERRITORY SERVED, AND INCOME ACCOUNT

Companies	Population of territory served		Total operating revenues		Total operating expenses	
	1911	1912	1911	1912	1911	1912
Austin Water Company	600	600	\$3,529.95	\$3,194.50	\$2,543.40	\$3,157.20
Carson Water Company	2,500	2,700	16,840.15	16,174.85	4,586.32	4,246.65
Elko Water and Light Corporation	2,000	2,000	18,736.41	19,948.81	15,459.87	13,924.20
Ely Water Company	2,800	3,000	19,885.96	20,242.49	10,278.87	9,169.55
Emeralda Water and Milling Company	11	11	1,716.35	2,094.30	6,823.35	6,827.16
Eureka Water Works	500	400	4,422.36	3,874.53	3,276.88	2,620.41
Goldfield Consolidated Water Company	6,000	6,000	88,196.63	94,981.68	46,666.12	35,917.98
Hawthorne Water Works	500	250	2,742.60	2,286.70	1,061.30	1,029.88
Indian Springs Water Company	300	210	5,160.40	4,968.14	4,666.64	4,639.69
Las Vegas Land and Water Company	1,500	1,600	4,861.10	6,251.45	5,431.85	5,370.30
Manhattan Water Company	700	900	2,231.40	4,823.49	2,507.85	3,000.00
Mason Water, Light and Power Company	200	300	1,355.35	1,800.40	*1,815.98	928.96
Reno Power, Light and Water Company	13,500	13,500	89,152.50	91,238.78	24,744.57	25,802.21
Ruby Hill Water Works	120	120	999.50	1,316.65	1,100.50	1,204.41
Tonopah Sewer and Drainage Company		5,000		8,882.00		5,158.84
Tonopah United Water Company	5,000	5,000	79,214.32	93,814.16	23,648.58	32,864.57
Virginia and Gold Hill Water Company	3,143	3,143	109,426.49	114,400.53	62,133.64	74,106.03
Virginia Ranch Land and Cattle Company		500		2,316.00		444.00
Winnemucca Water and Light Company	1,800	2,500	10,180.00	10,147.92	9,183.17	11,637.76
Wonder Water Company		200		3,070.60		3,978.15
Totals	41,174	47,984	\$488,621.47	\$505,872.98	\$225,427.74	\$246,026.99

*Includes expenses of both water and light plants.

WATER COMPANIES INCOME ACCOUNT

Companies	Taxes paid		Total operating expenses and taxes		Net operating revenue or deficit	
	1911	1912	1911	1912	1911	1912
Austin Water Company	\$198.40	\$200.70	\$2,741.90	\$3,357.90	\$783.15	\$163.40
Arson Water Company	1,727.25	2,337.01	6,312.57	6,583.66	10,327.68	9,591.19
Elko Water and Light Corporation	327.92	408.06	15,787.59	14,327.26	2,943.82	5,621.55
Ely Water Company	1,132.31	951.54	11,411.18	10,121.09	8,474.78	10,121.40
Esmeralda Water and Milling Company	153.23	151.64	6,478.58	6,988.80	4,760.22	4,393.50
Eureka Water Works	542.00	355.00	3,613.93	2,976.41	843.45	859.12
Goldfield Consolidated Water Company	1,691.68	2,210.18	49,557.80	38,123.16	39,633.53	56,963.52
Hawthorne Water Works	77.00	69.00	1,188.30	1,088.93	1,604.30	1,197.77
Indian Springs Water Company	61.38	123.31	4,728.02	4,763.50	432.38	225.64
Las Vegas Water and Water Company	213.00	280.36	5,644.95	5,680.66	783.73	220.79
Mason Water, Light and Power Company	6.35	6.30	2,514.35	3,005.50	232.85	1,819.89
Manhattan Light and Power Company	\$6.75	\$42.31	\$1,577.52	\$1,711.17	(8)	(8)
Reno Power, Light and Water Company	30.00	30.00	24,741.57	25,302.11	64,407.83	65,437.57
Ruby Hill Water Works		568.00	1,120.50	1,294.41	137.00	82.34
Tonopah Sewer and Drainage Company		2,384.01	25,085.63	35,243.58	53,127.64	59,155.18
Virginia and Gold Hill Water Company	2,433.10	4,733.03	66,300.89	78,843.11	43,126.80	35,557.42
Virginia Ranch Land and Cattle Company	4,167.25	53.06		497.00		
Winnemucca Water and Light Company	165.60	\$72.88	9,343.77	12,010.63	801.23	1,832.71
Wonder Water Company		425.00		4,403.15		1,332.55
Totals	\$12,992.87	\$15,691.98	\$238,420.61	\$281,718.97	\$220,762.76	\$243,324.78

*Includes both water and light departments. ^bSee electric report.
Italic figures denote deficit.

WATER COMPANIES INCOME ACCOUNT

Companies	Nonoperating revenues		Gross corporate income or deficit		Interest on funded debt	
	1911	1912	1911	1912	1911	1912
Austin Water Company			\$788.15	\$163.40		
Carson Water Company			10,615.98	9,626.44		
Elko Water and Light Corporation			2,949.82	5,822.55		
Ely Water Company	2,311.54	2,057.56	10,796.32	12,176.90	\$14,550.00	\$15,300.00
Emeraldia Water and Milling Company	13.00		4,647.43	4,899.60		
Eureka Water Works			843.45	899.12		
Goldfield Consolidated Water Company			39,638.83	55,983.52		
Hawthorne Water Works			1,604.30	1,197.77	16,080.00	16,080.00
Indian Springs Water Company			432.38	225.64		
Las Vegas Land and Water Company	32.32	87.09	751.43	707.88		
Manhattan Water Company	86.00	100.00	176.95	1,919.99		
Mason Water, Light and Power Company				(a)	(a)	(a)
Reno Power, Light and Water Company	382.20	497.15	64,790.13	65,934.72		
Ruby Hill Water Works			131.00	82.24		
Tonopah Sewer and Drainage Company				3,155.16		1,410.00
Tonopah United Water Company	2,460.23	1,906.89	55,587.87	60,472.47	14,040.00	12,690.00
Virginia and Gold Hill Water Company			43,125.60	35,557.42		
Virginia Ranch Land and Cattle Company				1,819.00		
Winnemucca Water and Light Company		396.00	801.23	1,467.71		
Wonder Water Company				1,332.55		
Totals	\$5,373.69	\$5,078.98	\$226,256.45	\$248,403.66	\$44,670.00	\$45,480.00

^aSee electric report.
Italic figures denote deficit.

WATER COMPANIES INCOME ACCOUNT

Companies	Other deductions from gross corporate income		Net corporate income or deficit		Dividends paid	
	1911	1912	1911	1912	1911	1912
Austin Water Company			\$788.16	\$163.40		
Carson Water Company			10,615.98	9,626.44	\$1,000.00	
Elko Water Company			2,936.04	5,621.65	12,000.00	\$10,000.00
Ely Water Company	\$13.78		3,905.20	3,817.00		8,800.00
Esmeralda Water and Milling Company	141.52	\$696.90	4,617.23	4,894.50		
Eureka Water Works			843.45	899.12	\$843.45	\$899.12
Goldfield Consolidated Water Company	\$1,413.46	45,132.98	22,146.37	35,660.54	\$29,669.88	\$39,569.84
Hawthorne Water Works			1,604.30	1,197.77		
Indian Springs Water Company			432.36	225.64		
Las Vegas Land and Water Company			757.43	707.88		
Manhattan Water Company			176.26	1,919.89		
Manhattan Water Light and Power Company						
Reno Power, Light and Water Company	(4)	(4)			(4)	(4)
Ruby Hill Water Works	2,500.00	2,500.00	62,290.13	63,434.72	(4)	(4)
Tenopah Water Works			137.00	28.24		
Tenopah United Water Company				1,745.16		
Virginia and Gold Hill Water Company			12,844.37	19,689.83		
Virginia Ranch Land and Cattle Company	\$28,708.50	\$29,129.64	43,125.60	35,557.42	41,250.00	37,500.00
Winnemucca Water and Light Company				1,919.00		
Wonder Water Company		\$1,802.30	801.23	1,819.07		
Totals	\$32,772.26	\$39,260.82	\$148,814.19	\$163,662.84	\$38,878.53	\$100,874.16

^aInterest on floating debt.
^bInterest on floating debt \$680.90, balance miscellaneous.
^cAll net earnings paid to owners of company.
^dInterest on floating debt \$185.37, contractual sinking fund \$4,292.37, miscellaneous \$655.24.
^eDividends not taken out of income account.
^fOnly \$9,889.96 dividends taken out of income account.
^gSee electric report.
^hContractual sinking fund \$22,510, depreciation \$6,203.50.
ⁱInterest on floating debt \$52.81, contractual sinking fund \$22,333.33, depreciation \$6,204.
Italic figures in note left.

WATER COMPANIES INCOME ACCOUNT

Companies	Other deductions from net corporate income		Surplus or deficit for year		Total surplus or deficit at close of year	
	1911	1912	1911	1912	1911	1912
Austin Water Company			\$211.85	\$163.10	\$748.55	\$595.15
Carson Water Company			1,584.02	\$73.56	512.34	138.78
Elko Water and Light Corporation			2,935.04	\$ 173.15		
Ely Water Company			\$,905.20	\$ 817.00	\$3,409.62	\$7,226.63
Emeralda Water and Milling Company			4,647.23	4,894.50	15,245.60	20,140.10
Eureka Water Works						
Goldfield Consolidated Water Company			22,145.37	25,760.58	94,035.83	55,767.17
Hawthorne Water Works			1,604.30	1,197.77		
Indian Springs Water Company			132.38	225.64	12,945.94	\$14,460.52
Las Vegas Land and Water Company			751.43	707.88	11,122.49	10,484.61
Manhattan Water Company			176.95	1,919.99		
Mason Water, Light and Power Company	(b)	(b)		(b)	(b)	(b)
Reno Power, Light and Water Company			61,134.34	61,721.73		(c)
Ruby Hill Water Works			131.00	82.24		
Tonopah Sewer and Drainage Company				1,745.16		
Tonopah United Water Company			12,844.37	18,652.93	230,498.88	271,466.56
Virginia and Gold Hill Water Company			1,875.60	1,942.59		
Virginia Ranch Land and Cattle Company				1,819.00		
Winnemucca Water and Light Company			801.23	\$,270.01		
Wonder Water Company				1,522.55		4,645.21
Totals			\$32,264.95	\$34,860.87	\$288,893.83	\$279,921.64

^aIncrease in surplus account adjustments made in profit and loss account.

^bSee electric report.

^cSurplus transferred to electric report.

Italic figures denote deficit.

**WATER COMPANIES
OPERATING EXPENSES**

Companies	Pumping expenses		Distribution expenses		Commercial expenses	
	1911	1912	1911	1912	1911	1912
Austin Water Company.....	\$963.25	\$1,103.00	\$671.75	\$543.75	\$202.80	\$338.25
Carson Water Company.....	1,265.00	1,225.00	903.98	589.50	---	---
Elko Water and Light Corporation.....	1,916.57	1,770.92	8,551.62	7,703.08	319.65	20.00
Ely Water Company.....	---	---	3,206.44	2,788.22	---	---
Esmeralda Water and Milling Company.....	---	---	3,724.49	4,118.06	---	---
Eureka Water Works.....	---	---	3,276.93	1,865.46	---	---
Goldfield Consolidated Water Company.....	---	---	2,662.70	5,557.23	3,971.85	---
Hawthorne Water Works.....	25,618.93	14,936.22	2,662.70	39.52	---	---
Indian Springs Water Company.....	536.64	726.86	63.84	119.68	---	---
Las Vegas Land and Water Company.....	1,880.00	1,390.00	489.49	1,806.45	292.12	1,026.34
Manhattan Water Company.....	1,647.85	2,891.00	2,228.56	---	---	---
Mason Water, Light and Power Company.....	102.90	---	---	---	---	---
Reno Power, Light and Water Company.....	16,820.09	---	1,130.80	14,725.56	8,230.30	1,000.00
Ruby Hill Water Works.....	---	---	20.50	76.82	---	---
Tonopah Sewer and Drainage Company.....	---	---	---	968.32	---	94.00
Tonopah United Water Company.....	5,806.24	8,217.35	4,179.26	4,253.55	286.86	871.91
Virginia and Gold Hill Water Company.....	---	---	62,183.64	74,105.03	---	---
Virginia Ranch Land and Cattle Company.....	---	---	---	---	---	---
Winnemucca Water and Light Company.....	---	240.00	---	---	---	144.00
Wonder Water Company.....	---	1,576.71	9,183.17	8,727.30	---	480.00
Totals.....	\$84,547.47	\$84,067.06	\$102,427.17	\$180,136.28	\$13,808.58	\$3,474.50

WATER COMPANIES OPERATING EXPENSES

Companies	General expenses		Undistributed expenses		Total operating expenses	
	1911	1912	1911	1912	1911	1912
Austin Water Company.....	\$715.60	\$1,172.20			\$2,543.40	\$3,157.20
Carson Water Company.....	2,416.34	2,432.15			4,585.32	4,246.66
Elko Water and Light Corporation.....	4,671.83	4,430.20			15,459.67	13,924.20
Ely Water Company.....	6,824.37	6,293.86	\$248.06	\$91.47	10,278.87	9,169.56
Emeralda Water and Milling Company.....	2,598.86	2,709.10			6,823.86	6,627.16
Eureka Water Works.....		1,205.50			3,276.93	2,570.96
Goldfield Consolidated Water Company.....	14,412.64	15,424.53			46,696.12	35,917.98
Hawthorne Water Works.....	997.46	990.41			1,061.30	1,029.93
Indian Springs Water Company.....	2,869.05	3,167.72	761.46	635.43	4,696.64	4,689.69
Las Vegas Land and Water Company.....	1,531.17	1,155.51			5,431.55	5,370.80
Manhattan Water Company.....	210.00	155.50	650.00	350.00	2,507.86	3,396.50
Mason Water, Light and Power Company.....						
Reno Power, Light and Water Company.....	63.38	10,011.55		65.00	24,744.57	25,802.21
Ruby Hill Water Works.....	1,080.00	1,127.69			1,100.50	1,704.11
Tonopah Sewer and Drainage Company.....		4,064.02		32.50		5,133.84
Tonopah United Water Company.....	13,876.22	20,015.66			23,943.53	32,394.57
Virginia and Gold Hill Water Company.....					62,133.64	74,106.08
Virginia Ranch Land and Cattle Company.....		60.00				144.00
Winemere Water and Light Company.....		658.50		195.24	9,183.17	11,637.75
Wonder Water Company.....		1,336.50				3,978.15
Totals	\$51,756.92	\$76,397.60	\$1,679.52	\$1,369.64	\$223,611.76	\$245,445.08

WATER COMPANIES
TOTAL COST OF PLANT AND EQUIPMENT

Companies	Cost at beginning of year		Additions during year		Cost at close of year	
	1911	1912	1911	1912	1911	1912
Austin Water Company	\$27,150.00	\$28,145.75	\$995.75	\$1,143.65	\$28,145.75	\$29,289.40
Carson Water Company	110,967.86	110,967.86			110,967.86	110,967.86
Elko Water and Light Corporation	129,300.00	129,300.00		7,800.00	129,300.00	137,100.00
Ely Water Company	718,787.65	720,753.67	1,970.92	984.85	720,758.57	721,723.42
Esmeralda Water and Milling Company	99,997.00	99,997.00			99,997.00	99,997.00
Eureka Water Works	66,600.00	70,918.77	4,418.77	2,670.96	70,918.77	73,499.73
Goldfield Consolidated Water Company	1,340,513.01	1,355,506.52	14,692.51	60,532.69	1,365,506.52	1,296,172.88
Hawthorne Water Works	19,690.86	19,690.86			19,690.86	19,690.86
Indian Springs Water Company	199,370.06	199,546.56	176.50	46.66	199,546.56	199,698.21
Las Vegas Land and Water Company	15,600.23	16,042.07	541.79	19.00	16,042.07	16,023.07
Manhattan Water Company	1,870.00	5,103.00	3,233.00		5,103.00	5,103.00
Mason Water, Light and Power Company	9,423.54	9,823.86	403.32	4,278.85	9,829.86	14,108.71
Reno Power, Light and Water Company	6,742.23	11,447.86	4,705.67	9,491.16	11,447.86	20,969.11
Ruby Hill Water Works						
Tonopah Sewer and Drainage Company		70,014.30				70,014.30
Tonopah United Water Company	2,379,668.87	2,388,327.10	8,658.23	13,430.43	2,388,327.10	2,401,757.53
Virginia and Gold Hill Water Company ^a						
Virginia Ranch Land and Cattle Company		10,000.00				10,000.00
Winnemucca Water and Light Company		47,309.43		4,233.83		51,542.76
Wonder Water Company		745,146.50				745,146.50
Totals	\$5,125,724.41	\$6,037,991.10	\$39,798.46	\$16,591.81	\$5,165,520.87	\$6,021,599.29

^aNo report of cost of plant and equipment of the Virginia and Gold Hill Water Company, account records lost in San Francisco fire.
Italic figures denote reduction.

WATER COMPANIES
CAPITAL STOCK, AND FUNDED DEBT OUTSTANDING

Companies	Total par value of capital stock outstanding		Total par value of all debt outstanding		Total par value of capital stock and debt outstanding	
	1911	1912	1911	1912	1911	1912
Austin Water Company	\$500,000.00	\$25,000.00			\$500,000.00	\$25,000.00
Carson Water Company	100,000.00	100,000.00			100,000.00	100,000.00
Elko Water and Light Corporation	150,000.00	150,000.00			150,000.00	150,000.00
Ely Water Company	500,000.00	500,000.00	\$255,000.00	\$255,000.00	755,000.00	755,000.00
Esmeralda Water and Milling Company	100,000.00	100,000.00			100,000.00	100,000.00
Eureka Water Works						
Goldfield Consolidated Water Company	988,996.00	988,996.00	288,000.00	288,000.00	1,256,996.00	1,256,996.00
Hawthorne Water Works						
Indian Springs Water Company	200,000.00	200,000.00			200,000.00	200,000.00
Las Vegas Land and Water Company	50,000.00	50,000.00			50,000.00	50,000.00
Manhattan Water Company						
Mason Water, Light and Power Company	11,060.00	11,060.00	(b)	(b)	11,060.00	11,060.00
Reno Power, Light and Water Company						
Ruby Hill Water Works						
Tonopah Sewer and Drainage Company						
Tonopah United Water Company	2,000,000.00	2,000,000.00	223,000.00	223,500.00	2,223,000.00	2,223,500.00
Virginia and Gold Hill Water Company	5,000,000.00	5,000,000.00			5,000,000.00	5,000,000.00
Virginia Ranch Land and Cattle Company						
Winemucca Water and Light Company	100,000.00	100,000.00	30,000.00	30,000.00	130,000.00	130,000.00
Wonder Water Company						
Totals	\$9,700,066.00	\$10,400,006.00	\$776,000.00	\$776,500.00	\$10,476,066.00	\$11,176,506.00

*Company reorganized during fiscal year 1912, formerly named Austin City Water Company. †See electric report.

WATER COMPANIES
NUMBER AND CLASSIFICATION OF CONSUMERS

Companies	Commercial		Industrial		Public		Total consumers		Increase over year preceding		Decrease under year preceding	
	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912
Austin Water Company	143	127	5	3	1	2	149	132	16			17
Carson Water Company	468	443	19	18	53	53	540	514			21	26
Elko Water and Light Corporation	315	330	12	29	51	62	378	421		43		
Ely Water Company		409		15		24		448				
Emeralda Water and Milling Company	6	5			1	1	7		1			
Eureka Water Works	57	56	2	21	21	20	80	77	66	154	19	3
Goldfield Consolidated Water Company	336	477	32	40	53	58	421	575				
Hawthorne Water Works	64	59	5	4	9	9	78	72			4	6
Indian Springs Water Company	46	45	2	2	6	6	54	53			62	1
Las Vegas Land and Water Company	278	307	4	4	13	3	236	314	122	19		
Manhattan Water Company	133	133	0	0	5	6	138	189	25	51		
Mason Water, Light and Power Company	46	59	0	0	0	0	16	46	75	11		
Reno Power, Light and Water Company		2,721		43		26	2,408	2,780		384	41	
Ruby Hill Water Works		15	3	3		4	23	22				1
Tonopah Sewer and Drainage Company	181	172					181	172				9
Tonopah United Water Company	493	534	11	18	25	31	529	593	51	54		
Virginia and Gold Hill Water Company	764	719	30	35	98	98	892	852				40
Virginia Ranch Land and Cattle Company		42		11	12	12		65				
Winnemucca Water and Light Company	245	315	23	25	3	17	271	357		86		
Wonder Water Company		24		0		1	19					
Totals	3,596	7,042	148	271	339	449	6,509	7,742	292	826	147	104

**ELECTRIC AND GAS UTILITIES
POPULATION OF TERRITORY SERVED, AND INCOME ACCOUNT**

Companies	Population of territory supplied		Total operating revenues		Total operating expenses	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	1,500	1,500	\$9,900.73	\$13,781.94	\$8,060.30	\$9,042.78
Elko Water and Light Corporation	2,000	2,000	27,314.82	28,443.55	36,056.66	21,137.55
Ely Light and Power Company	3,000	3,200	42,092.84	41,928.25	84,303.50	30,752.55
Lovelock Light and Power Company	1,000	1,000	3,281.00	3,398.70	2,782.72	2,887.02
Mason Water, Light and Power Company	200	300	\$2,186.40	\$3,048.73	62,491.78	62,166.95
The Nevada-California Power Company	12,000	12,000	761,642.78	796,629.25	164,708.68	136,033.48
Pacific Power Company	1,200	1,200	4,873.90	48,638.25	5,871.34	16,418.15
Reno Power, Light and Water Company	13,500	13,500	176,091.57	176,302.92	71,628.07	71,373.43
Steptoe Valley Smelting and Mining Company	2,500	2,500	251,452.34	15,145.96	69,757.42	6,953.96
The Truckee River General Electric Company	7,700	8,600	296,831.71	296,831.71	79,917.51	79,917.51
Winnemucca Water and Light Company	1,800	2,500	20,800.15	19,689.99	18,966.34	28,299.33
S. R. Young Electric Plant	1,200	1,200	3,957.15	3,957.15		3,980.00
Carson City Coal Gas Company	2,466	2,466	7,429.40	6,499.99	5,166.69	5,198.62
Nevada Gas Company ^c			5,763.85	12,065.53	5,727.37	12,575.54
Reno Power, Light and Water Company	13,500	13,500	40,236.56	42,064.80	30,357.40	31,539.31
Totals	69,866	65,866	\$1,351,545.33	\$1,507,406.72	\$445,908.27	\$458,205.58

^aOperating revenues of electric department only.

^bOperating expenses of both water and light departments.
1911 earnings as shown in this report are for the six-months period ending June 30, 1911, and the 1912 earnings and expenses are for the year period ending December 31, 1911.

ELECTRIC AND GAS UTILITIES
INCOME ACCOUNT

Companies	Taxes		Total operating expenses and taxes		Net operating revenue or deficit	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company.....	\$70.28	\$114.00	\$8,130.53	\$9,156.78	\$1,770.15	\$4,625.16
Elko Water and Light Corporation.....	1,131.28	222.76	36,217.54	21,300.35	2,832.34	7,083.30
Elko Light and Power Company.....	1,131.18	817.68	36,217.54	31,570.23	6,672.50	10,858.02
Genoa Light and Power Company.....	21.18	26.87	2,803.93	2,863.32	836.19	823.31
Mason Water, Light and Power Company.....	42.25	42.21	2,658.63	12,363.12	836.82	139.87
The Nevada-California Power Company.....	21,000.00	21,000.00	187,706.68	157,033.43	575,924.10	639,696.77
Pacific Power Company.....	1,800.00	1,625.63	187,706.68	18,043.83	27,774.14	30,834.42
Reno Power, Light and Water Company.....	c11,044.64	c11,618.20	7,872.94	82,672.71	92,418.86	98,312.29
Stoptoe Valley Light and Water Company.....	8,302.71	11,888.94	63,660.13	91,806.45	182,792.31	206,725.26
The Truckee River General Electric Company.....	831.20	372.83	18,867.64	23,672.21	1,602.61	8,942.22
Winnemucca Water and Light Company.....				3,980.00		22.55
S. R. Young Electric Plant.....						
Carson City Coal Gas Company.....	525.40	713.20	5,692.09	5,911.82	1,737.31	538.17
Nevada Gas Company.....	280.40	365.76	5,987.77	12,941.30	222.22	873.77
Reno Power, Light and Water Company.....	(e)	(e)	30,387.40	31,539.31	9,848.15	10,515.49
Totals.....	\$45,289.46	\$48,807.62	\$490,700.63	\$507,013.20	\$362,200.05	\$1,000,393.52

*Includes both electric and water departments.

bElectric department only.

cTaxes of all departments, water, gas and electric.

d1911 earnings and expenses as shown in this report are for the six-months period ending June 30, 1911, and the 1912 earnings and expenses are for the year period ending December 31, 1911.

Italic figures denote deficit.

ELECTRIC AND GAS UTILITIES
INCOME ACCOUNT

Companies	Nonoperating revenues		Gross corporate income or deficit		Interest on funded debt	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	\$147.70	\$131.07	\$1,944.85	\$4,756.23		
Elko Water and Light Corporation			8,903.12	7,083.30		
Ely Light and Power Company	24.51	20.66	6,702.71	10,337.86		
Lovelock Light and Power Company	255.02	379.23	732.14	904.54		
Mason Water, Light and Power Company			866.82	1,711.01		
The Nevada-California Power Company			577,954.49	662,325.14	\$170,365.00	\$167,759.30
Pacific Power Company	2,020.39	22,729.37	131.47	30,725.89	24,000.00	48,000.00
Reno Power, Light and Water Company	12.50	131.47	2,784.94	175,352.25	45,000.00	45,000.00
Stepitoe Valley Smelting and Mining Company	677,284.07	683,040.96	169,702.93	8,359.31		
The Truckee River General Electric Company		145.71	183,076.13	206,237.28		
Winnemucca Water and Light Company	232.92	681.86	1,602.61	8,749.12	1,800.00	1,800.00
S. R. Young Electric Plant		233.10		22.85		
Carson City Coal Gas Company	113.92		1,851.23	588.17		
Nevada Gas Company ^a	169.16	108.59	84.78	767.13	3,255.00	6,422.50
Reno Power, Light and Water Company	176.72	268.92	10,024.87	10,784.41		
Totals	\$30,486.91	\$107,829.62	\$342,713.96	\$1,108,624.10	\$244,420.00	\$268,981.80

^aGross corporate income of both electric and water departments.^bRepresents \$9,961.73 nonoperating revenues, and \$67,322.34 net earnings of water and gas departments.^cRepresents \$14,339.77 nonoperating revenues, and \$88,701.19 net earnings of water and gas departments.^d\$4469.84 deducted on account of loss in operation of water company in California.^e1911 earnings and expenses as shown in this report for the Nevada Gas Company are for the six-month period ending June 30, 1911, and the 1912 earnings are for the year period ending December 31, 1911.*Italic figures denote deficit.*

ELECTRIC AND GAS UTILITIES
INCOME ACCOUNT

Companies	Other deductions from gross corporate income		Net corporate income or deficit		Dividends declared	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	\$1,170.00	\$942.50	\$774.85	\$3,813.73		
Elko Water and Light Corporation	\$51.01	\$980.00	8,954.13	6,123.30		\$4,400.00
Ely Light and Power Company	\$2,815.87	\$1,810.22	3,886.84	8,527.14		
Lovelock Light and Power Company	\$120.00	\$100.00	612.14	804.54		
Mason Water, Light and Power Company	\$160.25	\$657.37	705.57	1,053.64		
The Nevada-California Power Company	\$122,317.80	\$164,128.73	236,271.59	\$30,437.11		182,660.00
Pacific Power Company	\$900.00	\$14,566.31	27,081.94	17,228.67		
Reno Power, Light and Water Company	\$24,971.00	\$22,601.31	99,731.93	107,750.94	\$75,000.00	80,000.00
Stephens Valley Smelting and Mining Company				8,353.31		
The Truckee River General Electric Company			171,290.94	130,803.05	135,000.00	157,500.00
Winnemucca Water and Light Company	\$11,844.19	\$74,434.23	197.39	10,549.12		
S. R. Young Electric Plant				\$2.85		
Carson City Coal Gas Company	\$319.52	\$802.85	1,531.71	\$14.68		
Nevada Gas Company ^a		11,478.63	3,309.76	8,663.31		
Reno Power, Light and Water Company			(m)	(m)		
Totals	\$164,069.74	\$287,980.40	\$524,196.35	\$580,928.13	\$210,000.00	\$424,560.00

^aInterest on floating debt, \$2,791.87, miscellaneous \$24.

^bInterest on floating debt \$407.37, miscellaneous \$250.

^cContractual sinking fund \$71,317.50, miscellaneous \$51,000.

^dInterest on floating debt and sundry interest \$10,363.58, contractual sinking fund \$81,811.75, miscellaneous \$71,983.40.

^eInterest on deposits.

^fInterest on floating debt \$4,596, contractual sinking fund \$7,875, miscellaneous \$12,500.

^gInterest on floating debt \$1,101.31, contractual sinking fund \$3,000, miscellaneous \$12,500.

^hInterest on floating debt \$43,434.23, replacement reserve \$31,000.

ⁱFor both electric and water departments.

^j1911 earnings and expenses as shown in this report for the Nevada Gas Company are for the six-month period ending June 30, 1911, and the 1912 earnings and expenses for the year period ending December 31, 1911.

^kBad account.

^lNet earnings transferred to electric account.

Italic figures denote deficit.

ELECTRIC AND GAS UTILITIES
INCOME ACCOUNT

Companies	Other deductions from net corporate income		Surplus or deficit for year		Total surplus or deficit at close of year	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company		\$4,965.10	\$774.85	\$1,151.37	\$1,151.37	
Elko Water and Light Corporation			8,954.73	1,723.30		
Ely Light and Power Company			3,886.84	8,627.14	23,860.86	\$36,133.42
Yavelock Light and Power Company	\$4,592.00	345.69	20.14	1,458.95	1,479.09	668.89
Mason Water, Light and Power Company			706.57	1,053.54	1,106.01	2,169.86
The Nevada-California Power Company			285,271.69	147,777.11	862,362.29	1,006,914.30
Pacific Power Company			27,064.94	17,253.67	27,064.94	44,373.61
Reno Power, Light and Water Company		24,000.00	24,731.93	8,456.34	390,068.86	394,410.12
Steno Valley Smelting and Mining Company			30,230.94	8,468.31	555,301.53	518,216.73
The Truckee River Electric Company	\$6,000.00		26,696.72	10,542.79		22.65
Winnemucca Water and Light Company			197.59	22.55		
S. R. Young Electric Plant						
Carson City Coal Gas Company			1,531.71	214.69	339.40	90.55
Nevada Gas Company			3,309.76	8,663.31	32,329.26	44,733.57
Reno Power, Light and Water Company						
Totals	\$6,592.00	\$29,310.69	\$307,607.35	\$107,057.44	\$1,779,871.05	\$1,869,182.53

*Payments on loans and plant.

bExpense for enlarging plant and lines.

cReplacement reserve.

d1911 earnings and expenses as shown in this report for the Nevada Gas Company are for the six-month period ending June 30, 1911, and the 1912 earnings and expenses are for the year period ending December 31, 1911.

Italic figures denote deficit.

ELECTRIC AND GAS UTILITIES OPERATING EXPENSES

Companies	Power expense		Transmission and transformation expenses (c)		Distribution expense (b)	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	\$5,105.58	\$2,843.13				
Elko Water and Light Corporation	13,549.92	12,154.44			\$2,078.89	\$2,238.63
Ely Light and Power Company	23,064.29	19,196.19	\$13,320.31		1,675.07	3,141.13
Lovelock Light and Power Company	2,982.16	2,416.52				
Mason Water, Light and Power Company	778.70	1,396.52			c1,396.55	d768.43
The Nevada-California Power Company	24,926.78	36,686.46	19,800.74	\$25,798.07	21,649.06	27,576.81
Pacific Power Company	4,431.15	6,274.61	862.26	7,263.11	131.20	978.00
Reno Power, Light and Water Company	31,450.95	23,955.43	3,392.28	2,807.57	10,037.06	11,421.00
Steptoe Valley Smelting and Mining Company		4,150.53				2,752.53
The Truckee River General Electric Company	23,099.40	23,956.25	6,969.17	7,673.43	3,066.07	11,312.34
Winnemucca Water and Light Company		16,464.64				9,656.35
S. R. Young Electric Plant		750.00		80.00		
Carson City Coal Gas Company			3,453.70	3,630.52	255.13	922.98
Nevada Gas Company ^a			3,992.37	7,682.75	1,907.51	3,454.29
Reno Power, Light and Water Company			17,570.81	14,971.66	5,519.19	9,066.71
Totals	\$128,788.63	\$160,156.74	\$68,351.64	\$69,907.10	\$52,636.13	\$82,959.48

^aProduction expenses shown in this column for gas companies.

^bGas companies; same item of expense as for electric companies.

^cIncludes both water and light department expenses.

^dElectric department expenses only.

^eSee preceding pages for explanation of Nevada Gas Company expenses.

ELECTRIC AND GAS UTILITIES
OPERATING EXPENSES

Companies	Consumption expense (a)		Commercial expense		General expenses	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	\$1,954.72	\$2,388.44		\$2,982.72	\$1,000.00	\$3,236.93
Elko Water and Light Corporation	3,089.09	739.92	\$123.86		3,649.09	4,041.04
Ely Light and Power Company	1,081.45	15.00	361.00		7,457.69	6,953.33
Lovelock Light and Power Company	41.26				19.30	28.50
Mason Water, Light and Power Company					8317.43	
The Nevada-California Power Company	6,182.63	269.91		4,019.69	50,149.47	30,683.52
Pacific Power Company					446.73	1,902.43
Reno Power, Light and Water Company	3,588.43	2,921.92	1,970.40	2,000.00	19,795.12	21,764.84
Steptoe Valley Smelting and Mining Company						
The Truckee River General Electric Company	1,968.73	1,770.66	1,500.00	1,500.00	16,822.80	21,989.34
Winnemucca Water and Light Company		182.19		480.00	1,237.16	
S. R. Young Electric Plant				100.00		50.00
Carson City Coal Gas Company			91.63	124.96	1,004.55	996.83
Nevada Gas Company ^b	315.42	670.63			217.27	330.00
Reno Power, Light and Water Company			443.71	1,778.83	6,627.46	5,571.54
Totals	\$18,171.73	\$8,988.67	\$4,490.60	\$13,344.20	\$107,505.91	\$98,799.51

^aExpenses for municipal contract lighting, gas companies, are shown in this column.^bIncludes both water and light department expenses.^cSee preceding pages for explanation of Nevada Gas Company expenses.

ELECTRIC AND GAS UTILITIES
OPERATING EXPENSES

Companies	Undistributed expenses		Total operating expenses		Ratio of operating expenses to earnings-Per cent	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company.....			\$3,060.30	\$9,042.78	81.411	65.613
Elko Water and Light Corporation.....	\$245.50	\$255.00	\$6,066.96	21,137.65	132.004	74.314
Ely Light and Power Company.....	1,055.00	714.35	34,303.50	30,732.55	81.436	81.345
Lovelock Light and Power Company.....			2,762.72	2,537.02	84.313	83.720
Mason Water, Light and Power Company.....			147,491.78	2,106.96	96.322	71.077
The Nevada-California Power Company.....	42,000.00	12,000.00	104,408.38	132,033.15	91.625	17.076
Pacific Power Company.....			5,873.34	120.465	120.465	33.756
Reno Power, Light and Water Company.....	1,394.13	1,502.67	71,623.07	71,373.43	40.809	40.714
Steppe Valley Shoshone Mining Company.....				6,933.98		45.774
The Truckee River General Electric Company.....	1,911.25	5,955.49	59,757.42	79,917.51	23.765	26.904
Winnemucca Water and Light Company.....	18,366.34	3,000.00	18,366.34	23,539.33	90.474	145.613
S. R. Young Electric Plant.....				3,380.00		100.577
Carson City Coal Gas Company.....	160.68	154.35	5,166.69	5,198.62	69.544	79.979
Nevada Gas Company.....	4.50	25.96	5,727.37	12,353.63	99.357	104.227
Reno Power, Light and Water Company.....	226.23	150.58	30,387.40	31,639.31	75.524	74.986
Totals.....	\$65,363.63	\$23,907.87	\$445,308.27	\$458,013.57	32.942	30.397

*Part of the total expenses includes both water and light departments.
 *See preceding pages for explanation of Nevada Gas Company expenses.

**ELECTRIC AND GAS UTILITIES
TOTAL COST OF PLANT AND EQUIPMENT**

Companies	Cost at beginning of year		Additions during year		Cost at close of year	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	\$21,841.74	\$19,042.24	\$575.50	\$1,377.39	\$22,417.24	\$20,419.63
Elko Water and Light Corporation	45,750.00	43,150.00		2,565.00	45,750.00	45,715.00
Ely Light and Power Company	235,122.45	241,112.36	5,989.91	3,598.49	241,112.36	244,710.85
Lovelock Light and Power Company	4,304.20	6,014.20	1,710.00	228.00	6,014.20	6,242.20
Mason Water, Light and Power Company	2,577.86	2,577.86		899.74	2,577.86	3,477.60
The Nevada-California Power Company	8,400,211.80	8,378,746.59	\$1,465.21	99,701.79	8,378,746.59	8,478,448.38
Pacific Power Company		1,678,778.47	1,678,778.47	162,775.63	1,678,778.47	1,841,554.15
Reno Power, Light and Water Company	2,009,920.73	2,021,319.95	11,899.22	2,159.69	2,021,319.95	2,023,479.64
Sagehen Valley Smelting and Mining Company		3,852,158.12		6,503,413.21	3,852,158.12	10,456,571.33
The Truckee River General Electric Company	3,469,142.28	30,120.42	383,015.84	62,128.18	30,120.42	92,246.60
Winnemucca Water and Light Company		36,203.67		7,500.00		42,703.67
S. R. Young Electric Plant						
Carson City Coal Gas Company	56,912.78	58,385.89	1,473.11	262.34	58,385.89	58,648.23
Nevada Gas Company ^a		253,037.76		644.14	253,037.76	252,398.61
Reno Power, Light and Water Company	3,731.16	6,819.83	2,088.67	5,185.06	5,819.83	11,004.89
Totals	\$14,249,515.00	\$16,625,467.35	\$2,063,565.51	\$6,951,148.43	\$16,596,238.68	\$23,576,615.78

^aSee preceding pages for explanation of Nevada Gas Company reports.
Italic figures denote reduction.

**ELECTRIC AND GAS UTILITIES
CAPITAL STOCK, AND FUNDED DEBT OUTSTANDING**

Companies	Total par value of capital stock outstanding		Total par value of all debt outstanding		Total par value of capital stock and debt outstanding	
	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company.....	\$100,000.00	\$100,000.00		\$16,500.00	\$119,500.00	\$116,500.00
Elko Water and Light Corporation ^a	150,000.00	150,000.00			150,000.00	150,000.00
Ely Light and Power Company.....	200,000.00	200,000.00			200,000.00	200,000.00
Lovelock Light and Power Company.....	13,500.00	13,000.00	1,000.00	1,000.00	14,500.00	14,000.00
Mason Water, Light and Power Company ^a	11,060.00	11,060.00			11,060.00	11,060.00
The Nevada-California Power Company.....	5,000,000.00	5,000,000.00	3,000,000.00	2,818,000.00	8,000,000.00	7,818,000.00
Pacific Power Company.....	800,083.00	800,083.00	800,000.00	800,000.00	1,600,083.00	1,600,083.00
Reno Power, Light and Water Company.....	1,000,000.00	1,000,000.00 ^(b)	750,000.00	750,000.00	1,750,000.00	1,750,000.00
Stephens Valley Smelting and Mining Company.....	3,000,000.00	3,000,000.00			3,000,000.00	3,000,000.00
The Truckee River General Electric Company.....	30,000.00	100,000.00	30,000.00	30,000.00	60,000.00	130,000.00
Winnemucca Water and Light Company.....						
S. R. Young Electric Plant.....						
Carson City Coal Gas Company.....	50,000.00	50,000.00			50,000.00	50,000.00
Nevada Gas Company ^c	150,000.00	150,000.00			150,000.00	150,000.00
Reno Power, Light and Water Company ^d						
Totals	\$10,504,583.00	\$10,574,093.00	\$4,600,500.00	\$4,415,500.00	\$15,105,083.00	\$14,989,593.00

^aIncludes capital account of both water and light departments.

^bElectric-light plant is operated as part of the smelting company's plant.

^cSee preceding pages for explanation of Nevada Gas Company reports.

^dSee electric report of Reno Power, Light and Water Company.

ELECTRIC AND GAS UTILITIES
COMMERCIAL CONSUMERS

Companies	Total number of lighting consumers		Total number of power consumers		Total number of consumers		Number of consumers on meter basis		Total number of KWH generated by all methods (c)	
	1911	1912	1911	1912	1911	1912	1911	1912	1911	1912
Consolidated Power and Telephone Company	150	145	0	0	150	145	100	88	113,114	244,748
Elko Water and Light Corporation	285	383	11	10	296	343	240	267	336,805	383,890
Ely Light and Power Company	439	12	12	21	451	618	447	615	37,034	37,034
Lovelock Light and Power Company	30	47	0	0	30	47	0	4	33,697	69,056
Mason Water, Light and Power Company	98	98	4	4	102	102		21	56,081,600	59,183,900
The Nevada-California Power Company	3,239	3,239	118	118	3,357	3,357		3,357	9,276,000	6,013,100
Pacific Power Company	29	36	5	5	34	41	2	3	11,481,435	12,597,696
Reno Power, Light and Water Company					3,447	3,500	2,434	2,881	20,706,400	25,481,965
Steptoe Valley Smelting and Mining Company		432			432	432	0	0		
The Truckee River General Electric Company		271			1,461	1,665	668	1,068		
Winnemucca Water and Light Company	248	30			248	271		61		
S. K. Young Electric Plant						30		4		
Carson City Coal Gas Company					226	212	226	212	3,237,000	3,350,700
Nevada Gas Company ^d					271	271	271	271	31,163,700	28,054,700
Reno Power, Light and Water Company					1,249	1,394	1,249	1,394	987,976,551	1,092,377,717
Totals	1,181	4,643	28	158	7,963	12,328	6,637	10,196	34,400,700	31,406,400

^a KWH generated during last six months of fiscal year.^b Does not include power purchased.^c Figures for gas companies shown in this column are the number of cubic feet of gas produced.^d See preceding pages for explanation of Nevada Gas Company reports.^e Electric KWH. ^f Cubic feet of gas.

DIRECTORS AND OFFICERS OF WATER, GAS, AND ELECTRIC UTILITIES

WATER COMPANIES

Austin Water Company

Directors—Emma M. Farnsworth, Louis H. Farnsworth, Louis D. Farnsworth, Herbert M. Chamberlain, T. Ellis Browne, all of Salt Lake City, Utah.

Officers—President, Emma M. Farnsworth; Vice-President, Louis H. Farnsworth; Secretary, Louis D. Farnsworth; Treasurer, Louis D. Farnsworth, all of Salt Lake City, Utah.

Carson Water Company

Directors—Clara V. Yerington, San Francisco, Cal.; H. H. Yerington, San Francisco, Cal.; E. B. Yerington, Carson City, Nevada.

Officers—President, Clara V. Yerington, San Francisco, Cal.; Secretary, E. B. Yerington, Carson City, Nevada; Treasurer, E. B. Yerington, Carson City, Nevada; Superintendent and Collector, F. A. Cushing, Carson City, Nevada.

Ely Water Company

Directors—Frank W. Holmes, Mt. Vernon, N. Y.; H. A. Gray, New York, N. Y.; John Josten, Upper Montclair, N. J.; Henry F. J. Knobloch, Bayonne, N. J.; David E. Thomas (address not shown).

Officers—President, Frank W. Holmes, Mt. Vernon, N. Y.; Vice-President, H. A. Gray, New York, N. Y.; Secretary, Henry F. J. Knobloch, Bayonne, N. J.; Treasurer, John Josten, Upper Montclair, N. J.

Elko Light and Water Corporation

Directors—Chas. B. Henderson, Ethel S. Henderson, John Henderson, all of Elko, Nevada; W. F. Smith, San Francisco, Cal.

Officers—President, W. F. Smith, San Francisco, Cal.; Secretary, Chas. B. Henderson, Elko, Nevada; Treasurer, Henderson Banking Co., Elko, Nevada.

Eureka Water Works

Directors—None. Private property. Sole ownership.

Officers—Superintendent, M. M. Fletcher, Eureka, Nevada.

The Esmeralda Water and Milling Company

Directors—John P. Carey, George R. Buckman, A. G. Macdonald, all of Colorado Springs, Colo.

Officers—President, John P. Carey; Vice-President, George R. Buckman; Secretary, A. G. Macdonald; Treasurer, John P. Carey; Assistant Treasurer, A. G. Macdonald, all of Colorado Springs, Colo.

The Goldfield Consolidated Water Company

Directors—T. B. Rickey, Berkeley, Cal.; L. B. Curtis, Provo, Utah; F. M. Ish, Oakland, Cal.; Chas. G. Patrick, Goldfield, Nevada; Harry C. Davis, Denver, Colo.

Officers—President, T. B. Rickey, Berkeley, Cal.; Vice-President, L. B. Curtis, Provo, Utah; Secretary, Chas. G. Patrick, Goldfield, Nevada; Treasurer, Chas. G. Patrick, Goldfield, Nevada.

Hawthorne Water Works

Directors—George T. Mills, A. M. Ardery, F. E. Murphy, E. B. Yerington, all of Carson City, Nevada.

Officers—Vice-President, Geo. T. Mills; Secretary and Treasurer, E. B. Yerington.

ington, both of Carson City, Nevada; Superintendent, G. B. Stannard, Hawthorne, Nevada.

Indian Springs Water Company

Directors—J. C. Brittain and G. H. Brittain, Piedmont, Cal.; F. M. Butler, Oakland, Cal.; F. A. Koetitz, San Francisco, Cal.; F. J. Busch, Rhyolite, Nevada.

Officers—President, J. C. Brittain, Piedmont, Cal.; Vice-President, F. A. Koetitz, San Francisco, Cal.; F. M. Butler, Oakland, Cal.; Secretary-Treasurer, F. M. Butler; Manager, F. J. Busch, Rhyolite, Nevada.

Las Vegas Land and Water Company

Directors—W. H. Bancroft, Salt Lake City, Utah; J. Ross Clark, C. O. Whittemore, W. H. Comstock, H. I. Bettis, all of Los Angeles, Cal.

Officers—President, C. O. Whittemore; Vice-President, H. I. Bettis; Secretary, W. H. Comstock; Treasurer, W. H. Leete, all of Los Angeles, Cal.

Manhattan Water Company

Directors—None. J. E. Connor and M. E. Wilson, Owners, both of Manhattan, Nevada.

Officers—J. E. Connors and M. E. Wilson, Owners.

Mason Water, Light, and Power Company

Directors—W. W. Armstrong, B. L. Cripps, both of Salt Lake City, Utah; H. W. Culberson, Mason, Nevada.

Officers—President, W. W. Armstrong; Vice-President, B. L. Cripps, both of Salt Lake City, Utah; Secretary and Treasurer, H. W. Culberson, Mason, Nevada.

Reno Power, Light, and Water Company

Directors—R. K. Barrows, A. E. Boynton, Hugh Goodfellow, H. G. Hill, Chas. W. Gardner, A. L. Dahl, Chas. H. Hammon, all of San Francisco, Cal.

Officers—President, Chas. W. Gardner; Vice-President, Chas. H. Hammon; Secretary, A. S. Dahl, all of San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, Henry B. Sawyer, Boston, Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Ruby Hill Water Works

Directors—No individual directors. Operated by the Eureka Land and Stock Company, of Eureka, Nevada.

Officers—President, Isadore Sara, Eureka, Nevada; Vice-President, Pedro Urquiza, Eureka, Nevada; Secretary, A. E. Kimball, Elko, Nevada.

Tonopah Sewer and Drainage Company

Directors—J. G. Crumley, J. W. Conlisk, R. T. Harris, J. H. Monteath, O. J. Enquist, G. B. Thatcher, K. J. Booth, all of Tonopah, Nevada; N. Crumley, New Pine Creek, Oreg.

Officers—President, J. G. Crumley, Tonopah, Nevada; Vice-President, Newton Crumley, New Pine Creek, Oreg.; Secretary, J. W. Conlisk, Tonopah, Nevada; Treasurer, J. G. Crumley, Tonopah, Nevada.

Tonopah United Water Company

Directors—E. G. Wheeler, San Francisco, Cal.; Henry F. Stitzell, Arthur Lewis, R. M. Renick, all of Philadelphia, Pa.; Harry W. Davis, Wilmington, Del.

Officers—President, E. G. Wheeler, San Francisco, Cal.; Secretary and Treasurer, Henry F. Stitzell, Philadelphia, Pa.; General Manager, A. F. Burnham, Tonopah, Nevada.

Virginia and Gold Hill Water Company

Directors—W. E. Dean, E. J. McCutchen, J. E. Walsh, W. S. Hobart, W. L. Dean, all of San Francisco, Cal.; D. C. Bates, San Rafael, Cal.; Chas. H. Fish, San Rafael, Cal.

Officers—President, W. E. Dean, San Francisco, Cal.; Vice-President, Chas. H. Fish, San Rafael, Cal.; Secretary, D. C. Bates, San Rafael, Cal.; Treasurer, Wells-Fargo Nevada National Bank, San Francisco, Cal.

Virginia Ranch Land and Cattle Company

Directors—None.

Officers—President, H. C. Dangberg; Vice-President, Manta J. Dangberg, both of Gardnerville, Nevada; Secretary, Bertha D. Cardinal; Treasurer, Wm. Dangberg, both of Minden, Nevada.

Winnemucca Water and Light Company

Directors—Edward Reinhart, Moses Reinhart, both of Winnemucca, Nevada; Leopold Michels, M. J. Brandenstein, M. Willard, all of San Francisco, Cal.

Officers—President, Leopold Michels; Vice-President, M. Willard, both of San Francisco, Cal.; Secretary, Edward Reinhart; Treasurer, Moses Reinhart, both of Winnemucca, Nevada.

Wonder Water Company

Directors—Wm. Matson, 268 Market Street, San Francisco, Cal.; Harry B. Gregg, San Francisco, Cal.; R. H. Wright, San Francisco, Cal.; F. S. Samuels, Davis and California Streets, San Francisco, Cal.; E. S. Cunningham, Wonder, Nevada.

Officers—President, Wm. Matson; Vice-President, F. S. Samuels; Secretary and Treasurer, Harry B. Gregg, all of San Francisco, Cal.

ELECTRIC AND GAS UTILITIES**Consolidated Power and Telephone Company**

Directors—F. A. Clark, Ed. W. Clark, John S. Park, W. S. Park, all of Las Vegas, Nevada.

Officers—President, F. A. Clark; Secretary, John S. Park; Treasurer, John S. Park; Manager, W. S. Park, all of Las Vegas, Nevada.

Elko Water and Light Corporation

Same as listed under Water Companies.

Ely Light and Power Company

Directors—Frank W. Holmes, Mt. Vernon, N. Y.; H. A. Gray, New York, N. Y.; Arthur Smith, East Ely, Nevada; John Josten, Upper Montclair, N. J.; Henry F. J. Knobloch, Bayonne, N. J.

Officers—President, Frank W. Holmes, Mt. Vernon, N. Y.; Vice-President, H. A. Gray, New York, N. Y.; Secretary and Assistant Treasurer, Henry F. J. Knobloch, Bayonne, N. J.; Second Vice-President, Arthur Smith, East Ely, Nevada; Treasurer, John Josten, Upper Montclair, N. J.

Lovelock Light and Power Company

Directors—G. W. Lang, Lovelock, Nevada; W. B. Joslyn, Los Angeles, Cal.; J. W. Gankroger, Los Angeles, Cal.

Officers—President, G. W. Lang, Lovelock, Nevada; Vice-President, W. B. Joslyn, Los Angeles, Cal.; Secretary, G. W. Gankroger, Los Angeles, Cal.; Treasurer, J. W. Gankroger, Los Angeles, Cal.

Mason Water, Light and Power Company

Directors—W. W. Armstrong, B. L. Cripps, both of Salt Lake City, Utah; H. W. Culbertson, Mason, Nevada.

Officers—President, W. W. Armstrong; Vice-President, B. L. Cripps, both of Salt Lake City, Utah; Secretary and Treasurer, H. W. Culbertson, Mason, Nevada.

The Nevada-California Power Company

Directors—Delos A. Chappell, W. C. Porter, G. S. Wood, D. H. Coover, L. C. Phipps, Lawrence C. Phipps, Jr., A. B. West, all of Denver, Colo.

Officers—President and General Manager, Delos A. Chappell; Vice-President, D. H. Coover; Secretary, W. E. Porter; Vice-President, G. S. Wood; Treasurer, Lawrence C. Phipps, Jr., all of Denver, Colo.

Pacific Power Company

Directors—Delos A. Chappell, Los Angeles, Cal.; A. E. Anderson, San Francisco, Cal.; W. A. Doble, San Francisco, Cal.

Officers—President, Delos A. Chappell, Los Angeles, Cal.; Vice-President, A. E. Anderson, San Francisco, Cal.; Secretary and Treasurer, Floyd Shank, San Francisco, Cal.; Assistant Secretary and Treasurer, W. N. Chatfield, Bodie, Cal.

Reno Power, Light, and Water Company

Directors—R. K. Barrows, A. E. Boynton, Hugh Goodfellow, H. G. Hill, Chas. W. Gardner, A. L. Dahl, Chas. H. Hammon, all of San Francisco, Cal.

Officers—President, Chas. W. Gardner; Vice-President, Chas. H. Hammon; Secretary, A. S. Dahl, all of San Francisco, Cal.; Manager, Geo. A. Campbell, Reno, Nevada; Treasurer, Henry B. Sawyer, Boston, Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Steptoe Valley Smelting and Mining Company

Directors—S. W. Eccles, S. R. Guggenheim, Murray Guggenheim, W. E. Bennett, W. B. Thompson, J. N. Steele, New York, N. Y.; D. C. Jackling, Salt Lake City, Utah; Chas. Hayden, Boston, Mass.; W. Hinkle Smith, Philadelphia, Pa.; Inda Stewart, Plainfield, N. J.; C. M. MacNeill, Colorado Springs, Colo.

Officers—President, S. W. Eccles, New York, N. Y.; Vice-President, D. C. Jackling, Salt Lake City, Utah; Secretary, W. E. Bennett, New York, N. Y.; Treasurer, C. K. Lifeman, New York, N. Y.

The Truckee River General Electric Company

Directors—Chester M. Clark, William D. Crawford, Ernest I. Doe, Clement R. Ford, Alvah K. Todd, Charles F. Wallace, Guy L. Weymouth, all of Boston, Mass.

Officers—President, Guy L. Weymouth; Vice-President, W. T. Crawford; Secretary, A. K. Todd; Treasurer, H. B. Sawyer, all of Boston, Mass.; Manager, G. A. Campbell, Reno, Nevada; Assistant Treasurer, L. E. Wachter, Reno, Nevada.

Winnemucca Water and Light Company

Directors—Edward Reinhart and Moses Reinhart, Winnemucca, Nevada; Leopold Michels, M. J. Brandenstein, and M. Willard, San Francisco, Cal.

Officers—President, Leopold Michels, San Francisco, Cal.; Vice-President, M. Willard, San Francisco, Cal.; Secretary, Edward Reinhart, Winnemucca, Nevada; Treasurer, Moses Reinhart, Winnemucca, Nevada.

S. B. Young Electric Plant

Directors—None. S. R. Young, Owner, Lovelock, Nevada.

Carson City Coal Gas Company

Directors—Chas. W. Gardner, San Francisco, Cal.; H. A. Lemmon and O. W. Tennant, Carson City, Nevada.

Officers—President, Chas. W. Gardner, San Francisco, Cal.; Vice-President, H. A. Lemmon, Carson City, Nevada; Secretary, A. E. Boynton, San Francisco, Cal.; Treasurer, Henry B. Sawyer, Boston, Mass.; Assistant Treasurer, L. E. Wachter, Reno, Nevada; Manager, Geo. A. Campbell, Reno, Nevada.

Nevada Gas Company

Directors—John Martin, Ross, Marin County, Cal.; J. D. Grant and L. P. Lowe, of San Francisco, Cal.

Officers—President, John Martin, Ross, Cal.; Vice-President, Treasurer and General Manager, L. P. Lowe, San Francisco, Cal.; Secretary, L. W. Pryor, San Francisco, Cal.

**GENERAL EXPENSES OF THE PUBLIC SERVICE COMMISSION OF
NEVADA FOR THE YEAR ENDING DECEMBER 31, 1912**

Stamps	\$25.00
Office stenographers	515.85
Outside stenographic fees	322.10
Telegraph service.....	26.46
Express charges	7.94
Furniture.....	46.50
To state printers, publishing 1911 annual report.....	336.00
Paper and envelopes.....	23.25
Other stationery.....	79.95
Drayage	.50
Books and periodicals.....	5.00
Traveling expenses	572.40
Freight charges	.35
Supplies and repairs for electrical apparatus.....	9.35
Total	\$1,970.65

PUBLIC SERVICE COMMISSION LAW

An Act making the Railroad Commission of Nevada ex officio a Public Service Commission for the regulation and control of certain public utilities, prescribing the manner in which such public utilities shall be regulated and controlled, requiring such public utilities to furnish reasonably adequate service and facilities, prohibiting unjust and unreasonable charges for services rendered by such public utilities, providing penalties for violation of the provisions of this act, authorizing such Public Service Commission to appoint an expert engineer and to employ clerks and assistants, and making an appropriation for carrying out the provisions of this act.

[Approved March 23, 1911]

Public Service Commission Created.

SECTION 1. A public service commission is hereby created, whose duty it shall be to supervise and regulate the operations of the public utilities hereinafter named, such supervision and regulation to be in conformity with the provisions of this act.

Railroad Commission To Be Public Service Commission.

SEC. 2. The Railroad Commission of Nevada shall be, ex officio, the public service commission hereby created, and for the purposes of this act shall be known as and styled "Public Service Commission of Nevada." It shall provide itself with a seal bearing these words, by which its official acts shall be authenticated in all cases where a seal is required; and in the name, as above set forth, it may sue and be sued in the courts of the state and of the United States. The secretary of the Railroad Commission of Nevada shall act as secretary of the commission hereby created, but the business of the public service commission shall be kept entirely separate from that of the railroad commission.

Term "Public Utility" Defined.

SEC. 3. The term "public utility" within the meaning of this act shall embrace every corporation, company, individual, association of individuals, their lessees, trustees or receivers appointed by any court whatsoever, that now or hereafter may own, operate or control any plant or equipment, or any part of a plant or equipment within the state for the production, delivery or furnishing for or to other persons, firms, associations, or corporations, private or municipal, heat, light, power in any form or by any agency, water for business, manufacturing, agricultural or household use, or sewerage service whether within the limits of municipalities, towns or villages, or elsewhere; and the public service commission is hereby invested with full power of supervision, regulation and control of all such utilities, subject to the provisions of this act and to the exclusion of the jurisdiction, regulation and control of such utilities by any municipality, town or village.

Commission May Prescribe Rules of Procedure.

SEC. 4. In addition to the modes of procedure hereinafter prescribed in particular cases and classes of cases, said commission shall have power to prescribe rules of procedure, and to do all things necessary and convenient in the exercise of the powers by this act conferred upon the commission; *provided*, that nothing in this act shall be construed as vesting judicial powers in said commission, or as denying to any person, firm, association, corporation, municipality, county, town or village the right to test in a court of competent jurisdiction the legality or reasonableness of any final order made by the commission in the exercise of its duties or powers.

Charges for Utilities Must Be Reasonable and Just.

SEC. 5. Every public utility is required to furnish reasonably adequate service and facilities. The charge made by any public utility for any heat, light, water or power produced, transmitted, delivered or furnished or for any service to be rendered as, or in connection with, any public utility shall be reasonable and just, and every unjust and unreasonable charge is prohibited and declared unlawful.

Commission May Investigate All Public Utilities.

SEC. 6. The commission may, in its discretion, investigate and ascertain the value of all the property of every public utility actually used and useful for the convenience of the public. In making such investigation the commission may avail itself of all information contained in the assessment rolls of the various counties and the public records of the various branches of the state government or any other information obtainable.

All Public Utilities Must Report to Commission—Right of Examination.

SEC. 7. Every public utility shall keep and render to the commission, in manner and form prescribed by the commission, uniform and detailed accounts of all business transacted.

(a) Every public utility engaged directly or indirectly in any other business than those mentioned in section 3 of this act, shall, if required by the commission, keep and render in like manner and form the accounts of all other such business, in which case all the provisions of this act shall apply with like force and effect to the books, accounts, papers and records of such other business. The commission shall cause to be prepared suitable blanks for carrying out the purpose of this act, and shall when necessary furnish such blanks to each public utility. No public utility shall keep any other books, accounts, papers or records of the business transacted than those prescribed or approved by the commission. Each public utility shall have an office within this state, and shall keep in such office all such books, accounts, records or papers, none of which shall be removed at any time from the state except upon such conditions as may be prescribed by the commission.

(b) The accounts of all such public utilities shall be closed annually on the 30th day of June, a balance sheet taken promptly therefrom, and full annual reports of the business be made to the commission not later than the 15th day of September following the closing of the accounts. The reports shall be in such form as may be prescribed by the commission, and shall contain all the information deemed by the commission necessary for the proper performance of its duties. The commission may, at any time, call for desired information omitted from such

reports, or not provided for therein, whenever, in the judgment of the commission, such information is necessary.

(c) Any commissioner, or any person or persons authorized by the commission, shall have the right to examine the books, accounts, records and papers of any public utility, for the purpose of determining their correctness, and whether they are being kept in accordance with the rules and system prescribed by the commission.

Penalty for Failure to Make Report.

SEC. 8. Any officer, agent or person in charge of the books, accounts, records and papers, or any of them, of any public utility, who shall refuse or fail for a period of thirty days to furnish the commission with any report required by the provisions of this act, and any officer, agent or person in charge of any particular books, accounts, records or papers relating to the business of such public utility who shall refuse to permit any commissioner or other person duly authorized by the commission to inspect such books, accounts, records or papers on behalf of the commission, shall be subject to a fine of not less than one hundred dollars (\$100), or more than five hundred dollars (\$500), such fine to be recovered in a civil action upon the complaint of the commission in any court of competent jurisdiction; and each day's refusal or failure on the part of such officer, agent or person in charge shall be deemed a separate offense, and be subject to the penalty herein prescribed.

Commission to Make Annual Report.

SEC. 9. The commission shall make and publish annual reports for each calendar year showing its proceedings, which reports shall, as nearly as may be, conform in a general way to those of the railroad commission of this state, and be made at the same time. All the reports, records, accounts, books, files, papers and memoranda of every nature in the possession of the commission shall be open to the public, at all reasonable times, subject to the exception that when the commission deems it necessary, in the interest of the public, it may withhold from the public any facts or information in its possession for a period of not more than ninety days after the acquisition of such facts or information.

Commission to Fix Standards for Service—Commission May Procure Testing or Measuring Apparatus.

SEC. 10. The commission shall ascertain and prescribe for each kind of public utility adequate, convenient and serviceable standards for the measurement of quality, pressure, voltage or other conditions pertaining to the supply of the product or service rendered by any public utility, and prescribe reasonable regulations for the examination and testing of such products or service and for the measurement thereof. Any consumer, user or party served may have the quality or quantity of the product or the character of any service rendered by any public utility tested upon the payment of fees fixed by the commission, which fees, however, shall be paid by the public utility and repaid to the complaining party if the quality or quantity of the product or the character of the service be found by the commission defective or insufficient in a degree to justify the demand for testing; or the commission may apportion the fees between the parties as justice may require.

The commission may, in its discretion, purchase such materials, apparatus, and standard measuring instruments for such examinations and

tests as it may deem necessary. The commission shall have the right and power to enter upon any premises occupied by any public utility for the purpose of making the examination and tests provided for in this act and set up and use on such premises any necessary apparatus and appliances and occupy reasonable space therefor. Any public utility refusing to allow such examinations to be made as herein provided shall be subject to the penalties prescribed in section 8 of this act.

Utilities Companies Must File Schedules with Commission.

SEC. 11. Every public utility shall file with the commission within a time to be fixed by the commission, schedules which shall be open to public inspection, showing all rates, tolls and charges which it has established and which are in force at the time for any service performed or product furnished in connection therewith by any public utility controlled or operated by it. In connection with such schedule, and as a part of it, shall also be filed all rules and regulations that in any manner affect the rates charged or to be charged for any service or product. A copy or so much of said schedules as the commission shall deem necessary for the use of the public shall be printed in plain type and posted in every station or office of such public utility where payments are made by the consumers or users, open to the public, in such form and place as to be readily accessible to the public and conveniently inspected. When a schedule of joint rates or charges is or may be in force between two or more public utilities, such schedule shall, in like manner, be printed and filed with the commission, and so much thereof as the commission may deem necessary for the use of the public shall be posted conspicuously in every station or office as in this section above provided. No changes shall thereafter be made in any schedule, including schedules of joint rates or in the rules and regulations affecting any and all rates or charges except upon thirty days' notice to the commission and all such charges shall be plainly indicated, or by filing new schedules in lieu thereof thirty days prior to the time the same are to take effect; *provided*, that the commission, upon application of any public utility may prescribe a less time within which a reduction may be made. Copies of all new or amended schedules shall be filed, and posted in the stations and offices of public utilities as in the case of original schedules.

No Rebates or Discrimination in Rates Charged—Existing Contracts Not Disturbed.

SEC. 12. It shall be unlawful for any public utility to charge, demand, collect or receive a greater or less compensation for any service performed by it within the state or for any service in connection therewith than is specified in such printed schedules, including schedule of joint rates, as may at the time be in force, or to demand, collect or receive any rate, toll or charge not specified in such schedules. The rates, tolls and charges named therein shall be the lawful rates, tolls and charges until the same are changed as provided in this act. It shall likewise be unlawful for any public utility to grant any rebate, concession or special privilege to any consumer or user, which directly or indirectly shall or may have the effect of changing the rates, tolls, charges or payments, and any violation of the provisions of this section shall subject the violator to the penalty prescribed in section 10 of this

act. This, however, shall not have the effect of suspending, rescinding, invalidating or in any way affecting existing contracts.

Commission May Classify Service of Utilities.

SEC. 13. The commission may prescribe classifications of the service of all public utilities, and in such classifications may take into account the quantity used, the time when used, and any other reasonable consideration. Each public utility is required to conform its schedule of rates, tolls, and charges to such classifications, for which schedules the commission may, when necessary, prescribe the forms.

Commission May Adopt Rules Regarding Inspection, Etc.

SEC. 14. The commission shall have the power to adopt reasonable and proper rules and regulations relative to all inspections, tests, audits, and investigations, and to adopt and publish reasonable and proper rules to govern its proceedings and to regulate the mode and manner of all investigations and hearings held for the purpose of determining any question affecting public utilities; *provided*, that all such hearings shall be public.

Utilities Must Produce Accounts.

SEC. 15. The commission may require, by order to be served on any public utility in the same manner as a summons in a civil action, the production at such time and place as the commission may designate of any books, accounts, papers or records kept by such public utility in any office or place without the State of Nevada, or verified copies in lieu thereof, if the commission shall so direct, in order that an examination thereof may be made by the commission or under its direction, or for use as testimony. If any public utility shall refuse or fail to comply with such order, the said utility shall be subject to the liability named in section 8.

Expert May Be Employed.

SEC. 16. The commission shall have authority to employ an expert engineer at a salary of \$3,600 per annum and necessary traveling expenses and is invested with full power to remove such engineer whenever his services shall be unsatisfactory to the commission. The commission may employ and remove such other experts, clerks and assistants as it shall deem necessary, and fix their compensation.

Investigation of Unreasonable Charges, When.

SEC. 17. Upon a complaint made against any public utility by any mercantile, agricultural or manufacturing society or club, or by any body politic or municipal organization or by any person or persons, firm or firms, corporation or corporations, or association or associations, the same being interested, that any of the rates, tolls, charges or schedules of any joint rate or rates are in any respect unreasonable or unjustly discriminating, or that any regulations, measurements, practice or act whatsoever affecting or relating to the production, transmission or delivery or furnishing of heat, light, water or power, or any service in connection therewith is, in any respect, unreasonable, insufficient, or unjustly discriminatory, or that any service is inadequate, the commission shall proceed, with or without notice, to make such investigation as it may deem necessary. But no order affecting said rates, tolls, charges, schedules, regulations, measurements, practice or act complained of shall be entered without a formal hearing.

(a) The commission shall, prior to such formal hearing, notify the public utility complained of that complaint has been made, stating the substance thereof, or, if deemed necessary, accompanying the notice with a copy of the complaint, and ten days after such notice has been given, the commission may set a time for hearing.

(b) The commission shall give the public utility and the complainant or complainants at least ten days' notice of the time when and the place where such hearing will be held, at which hearing both the complainant and the public utility shall have the right to appear by counsel or otherwise, and be fully heard. Either party shall be entitled to an order by the commission for the appearance of witnesses or the production of books, papers, and documents containing material testimony. Witnesses appearing upon the order of the commission shall be entitled to the same fees and mileage as witnesses in civil cases in the courts of the state, and the same shall be paid out of the state treasury in the same manner as other claims against the state are paid; but no fees or mileage shall be allowed, unless the chairman of the commission shall certify to the correctness of the claim.

Disobedience of Summons Same as Contempt of Court.

SEC. 18. If any party ordered to appear before the commission as a witness shall fail to obey such order, the commission, or any member, or the secretary thereof, may apply to the clerk of the nearest district court for a subpoena commanding the attendance of said witness before the commission. It shall be the duty of such clerk to issue such subpoena, and of any peace officer to serve the same. Disobedience to such subpoena shall be deemed a contempt of court and punished accordingly.

Commission May Lower Rates, When.

SEC. 19. If upon such hearing and due investigation, the rates, tolls, charges, schedules or joint rates shall be found to be unjust, unreasonable, or unjustly discriminatory, or to be preferential or otherwise in violation of any of the provisions of this act, the commission shall have the power to fix and order substituted therefor such rate or rates, tolls, charges or schedules, as shall be just and reasonable. If it shall in like manner be found that any regulation, measurement, practice, act or service complained is unjust, unreasonable, insufficient, preferential, unjustly discriminatory, or otherwise in violation of the provisions of this act, or if it be found that the service is inadequate, or that any reasonable service cannot be obtained, the commission shall have power to substitute therefor such other regulations, measurements, practices, service or acts, and make such order relating thereto as may be just and reasonable.

(b) When complaint is made of more than one rate, charge or practice, the commission may, in its discretion, order separate hearings upon the several matters complained of and at such times and places as it may prescribe. No complaint shall at any time be dismissed because of the absence of direct damage to the complainant. The commission may at any time, upon its own motion, investigate any of the rates, tolls, charges, rules, regulations, practices, and service, and after a full hearing as above provided, by order make such changes as may be just and reasonable, the same as if a formal complaint had been made.

Depositions of Witnesses.

SEC. 20. The commission, or any party to any proceeding before it, may cause the depositions of witnesses to be taken in the manner prescribed by law for like depositions in civil actions.

Record of All Proceedings To Be Taken by Stenographer.

SEC. 21. A full and complete record shall be kept of all proceedings before the commission or its representative on any formal investigation, and all testimony shall be taken down by the stenographer appointed by the commission. Whenever any complaint is served upon the commission as hereinafter provided for the bringing of actions against the commission, before the action is reached for trial, the commission shall cause a certified copy of all proceedings held and testimony taken upon such investigation to be filed with the clerk of the court in which the action is pending.

No One Excused from Testifying on Grounds of Self-Incrimination.

SEC. 22. No person shall be excused from testifying, or from producing books and papers in any proceedings based upon or growing out of any alleged violation of the provisions of this act, on the ground of or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate or subject him to penalty or forfeiture; but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for, or on account of, any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; *provided*, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

Refusal to Make Reports Punished.

SEC. 23. Any officer, agent, or employee of any public utility who shall wilfully fail or refuse to fill out and return any blanks as required by this act, or shall wilfully fail or refuse to answer any questions therein propounded, or shall knowingly or wilfully give a false answer to any such questions, or shall evade the answer to any such question, where the fact inquired of is within his knowledge, or who shall, upon proper demand, wilfully fail or refuse to exhibit to any commission or any commissioners, or any person also authorized to examine the same, any book, paper or account of such public utility which is in his possession or under his control, shall be subject to the penalty prescribed in section 8 of this act.

Commission to Enforce this Act—Attorney-General and District Attorneys to Prosecute.

SEC. 24. The commission shall inquire into any neglect or violations of the laws of this state by any such public utility as hereinbefore defined, doing business therein, or by the officers, agents, or employees thereof, and shall have the power, and it shall be its duty, to enforce the provisions of this act, and report all violations thereof to the attorney-general; upon the request of the commission it shall be the duty of the attorney-general, or the prosecuting attorney of the proper, or any county, to aid in any investigations, prosecutions, hearing, or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act.

All Rates and Regulations Fixed by Commission Prima Facie Lawful.

SEC. 25. All rates, fares, charges, classifications and joint rates fixed by the commission shall be enforced, and shall be *prima facie* lawful, from the date of the order until changed or modified by the commission, or in pursuance of section 26 of this act. All regulations, practices and service, prescribed by the commission shall be enforced and shall be *prima facie* reasonable unless suspended or found otherwise in an action brought for that purpose, pursuant to the provisions of section 27 of this act, or until changed or modified by the commission itself upon satisfactory showing made.

Appeal to District Court, When—Actions to Have Precedence.

SEC. 26. Any party in interest being dissatisfied with an order of the commission fixing any rate or rates, fares, charges, classifications, joint rate or rates, or any order fixing any regulations, practices or services, may within ninety (90) days commence an action in the district court of the proper county against the commission and other interested parties as defendants to vacate and set aside any such order on the ground that the rate or rates, fares, charges, classifications, joint rate or rates, fixed in such order is unlawful or unreasonable, or that any such regulation, practice, or service, fixed in such order is unreasonable. The commission and other parties defendant shall file their answers to said complaint within thirty (30) days after the service thereof, whereupon such action shall be at issue and stand ready for trial upon twenty (20) days' notice to either party.

All actions brought under this section shall have precedence over any civil cause of a different nature pending in such court, and the court shall always be deemed open for the trial thereof, and the same shall be tried and determined as other civil actions; any party to such action may introduce evidence in addition to the transcript of the evidence offered to said commission.

(a) No injunction shall issue suspending or staying any order of the commission except upon application to the court or judge thereof, notice to the commission having been first given and hearing having been had thereon; *provided*, that all rates fixed by the commission shall be deemed reasonable and just, and shall remain in full force and effect until final determination by the courts having jurisdiction.

(b) If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto, the court, before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for fifteen (15) days from the date of such transmission. Upon receipt of such evidence the commission shall consider the same, and may later modify, amend or rescind its order relating to such rate or rates, fares, charges, classifications, joint rate or rates, regulation, practice or service complained of in said action and shall report its action thereon to said court within ten days from the receipt of such evidence.

(c) If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon.

as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

(d) Either party to said action within sixty (60) days after service of a copy of the order or judgment of the court may appeal or take the case up on error as in other civil actions. Where an appeal is taken to the Supreme Court of Nevada the cause shall, on the return of the papers to the higher court, be immediately placed on the calendar of the then pending term, and shall be assigned and brought to a hearing in the same manner as other causes on the calendar.

(e) In all actions under this act the burden of proof shall be upon the party attacking or resisting the order of the commission to show by clear and satisfactory evidence that the order is unlawful, or unreasonable, as the case may be.

Notice of Serious Accidents to Persons Given Commission.

SEC. 27. Every public utility shall, whenever an accident occurs in the conduct of its operation, causing death or personal injuries, give immediate notice thereof to the commission. If in its judgment the public interest requires it, the commission shall cause an investigation to be made forthwith, at such place and in such manner as the commission shall deem it best.

Penalties for Public Utility Violating this Act.

SEC. 28. If any public utility shall violate any provision of this act, or shall do any act herein prohibited, or shall fail, or refuse to perform any duty enjoined upon it, or upon failure of any public utility to place in operation any rate or joint rate, or do any act herein prohibited, for which a penalty has not been provided, or shall fail, neglect, or refuse to obey any lawful requirement or order made by the commission or any court, for every such violation, failure or refusal, such public utility shall be subject to the penalty prescribed by section 8 of this act.

All Reports to Commission Must Be Sworn To.

SEC. 29. Every annual report, record or statement required by this act to be made to the commission shall be sworn to by the proper officer, agent or person in charge of such public utility. Any intentionally false oath as to the correctness of such report, record or statement, shall be deemed perjury, and the person making such false oath shall, upon conviction, be punished as in the case of other perjuries.

Suits at Law—Attorney-General to Represent Commission.

SEC. 30. Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the State of Nevada in the district court of any county having jurisdiction of the defendant. The attorney-general of Nevada shall be the counsel in any proceeding, investigation, hearing or trial, prosecuted or defended by the commission, as also shall any prosecuting attorney selected by said commission, or other special counsel furnished said commission in any county where such action is pending.

Mandamus, When.

SEC. 31. In addition to all the other remedies provided by this act for the prevention and punishment of any and all violations of the provisions thereof, and all orders of the commission, the commission may

compel compliance with the provisions of this act and of the orders of the commission by proceedings in *mandamus*, injunction, or by other civil remedies.

Printing for Commission.

SEC. 32. Except in cases of emergency, all the necessary printing of the commission shall be done at the state printing office, and it is made the duty of the state printer to have such printing done as expeditiously as possible.

Traveling and Other Expenses.

SEC. 33. The commission and secretary, and such clerks and experts as may be employed, shall be entitled to receive from the state their necessary expenses while traveling on the business of the commission, including the cost of lodging and subsistence. Such expenditure shall be sworn to by the person who incurred the expenses and be approved by the chairman of the commission.

Each Section Independent of All Others as Regards Constitutionality.

SEC. 34. Each section of this act and every part of each section are hereby declared to be independent sections and parts of sections, and the holding of any section or part thereof to be void or inoperative for any cause shall not be deemed to affect any other section thereof.

Appropriation.

SEC. 35. For the purpose of carrying out the provisions of this act, the sum of \$5,000, exclusive of the amount named as the salary of the engineer, is hereby appropriated out of any moneys in the treasury not otherwise appropriated.

RULES AND REGULATIONS FOR GAS AND ELECTRIC SERVICE IN THE STATE OF NEVADA

RULE 1

A meter may be considered as correct, if, when passing gas at the rate of six cubic feet per hour per light capacity, it shows, in comparison with a standard gas-prover, an error which is not greater than 2 per cent.

RULE 2

No gas company shall allow a gas meter to remain in service for a period longer than three years without checking it for accuracy and readjusting it if found to be inaccurate.

RULE 3

Each company shall keep a record of all tests made on meters both before installation and while in service.

RULE 4

Each gas company shall provide itself with equipment necessary for testing meters, such equipment to consist of a standard meter prover with suitable accessories.

RULE 5

Each gas company shall make a test of the accuracy of a meter upon request of a consumer, provided such consumer does not make a request for tests more frequently than once in six months. A report giving the results of such tests shall be made to the consumer, and a complete record of such tests shall be forwarded to the Public Service Commission.

RULE 6

Upon formal application of any consumer to the Public Service Commission a test shall be made upon the consumer's meter by an inspector employed by the commission, such test to be made as soon as practicable after receipt of the application. For such a test a fee of one dollar and fifty cents (\$1.50) shall be paid by the consumer making the application for the test if the meter is found to be slow or correct within the allowable limits, and by the company owning the meter if the meter is found to be fast beyond the allowable limit.

RULE 7

Meter dials shall read directly in cubic feet of gas, and bills rendered periodically by the company shall designate the readings of the meter at the beginning and end of the time for which the bill is rendered, and give the dates at which the readings were taken.

RULE 8

The company furnishing gas, which, within a one-mile radius from the distribution center, gives a monthly average total heating value of not less than 550 B.T.U., with a minimum which shall never fall below 500 B.T.U., may be considered as giving adequate service as far as the heating value of the gas is concerned.

RULE 9

Each gas company, whose output exceeds five million cubic feet a year, shall equip itself with a standard calorimeter outfit, with which periodic tests upon the gas shall be made. A record of these tests shall be kept open for public inspection.

RULE 10

Gas pressure, as measured at meter inlets, shall never be less than $1\frac{1}{2}$ inches nor more than 6 inches of water pressure; and the daily variation of pressure at the inlet of any one meter on the system shall never be greater than 100 per cent of the minimum pressure.

RULE 11

Each company shall make frequent measurements of the pressure and pressure variations, and these shall be kept on record and open for public inspection.

RULE 12

In no case shall the gas contain more than thirty grains of total sulphur per 100 cubic feet, and not more than a trace of sulphur as sulphuretted hydrogen.

RULE 13

Each company shall keep a record of complaints which shall include the name and address of the consumer, the date, the nature of the complaint, and the remedy. A classified summary of these records shall be submitted to the commission on or before the 30th day of each month for the preceding month.

RULE 14

No electric meter which registers upon "no-load" shall be placed in service nor allowed to remain in service.

RULE 15

No electric meter shall be placed in service nor allowed to remain in service which has an error of registration in excess of 2 per cent on normal operating lode or 3 per cent on a load of one-tenth the rated capacity of the meter.

RULE 16

Each electric service meter shall be tested and adjusted for accuracy at the time of its installation.

RULE 17

Each electric service meter shall be tested at least once a year; the test to be made by comparing the meter while connected in its place of service with suitable standards, on normal operating load, and on 10 per cent of its rated capacity.

RULE 18

A complete record shall be kept of all tests made on electric meters.

RULE 19

Each company supplying electric energy shall provide itself with suitable equipment for the testing of meters, and shall employ such methods as are approved by the Public Service Commission.

RULE 20A (Canceling Rule 20)

Each company supplying electrical energy shall make a test of the accuracy of a meter upon request of a consumer, provided such con-

sumer does not make request for tests more frequently than once in six months. Such test shall be made in the presence of consumer, with meter connected in its place of service, and such meter shall not be uncovered for adjustment until settlement of complaint is made. A report giving the results of such tests shall be made to the consumer, and a complete record of the same shall be forwarded to the Public Service Commission.

RULE 21

Upon formal application of any consumer to the Public Service Commission, a test shall be made upon the consumer's meter by an inspector employed by the commission, such test to be made as soon as practicable after the receipt of the application. For such a test a fee of one and one-half dollars (\$1.50) shall be paid by the consumer making application for the test if the meter is found to be slow or correct within the allowable limit, and by the company owning the meter if the meter is found to be fast beyond the allowable limit.

RULE 22

Each company supplying electrical energy shall maintain a record of all interruptions of service upon the entire system or major division of its system, and include in such record, time, duration, and cause of each interruption.

RULE 23

Each company supplying electrical energy on constant potential systems shall adopt and maintain a standard average voltage as measured at any consumer's cut-out, which shall remain constant from day to day, and vary during any one day by an amount not more than 6 per cent of the minimum value.

RULE 24

Each company supplying electrical energy for incandescent illumination shall, upon request, specifically inform its consumers as to the conditions under which efficient and economical illuminating service may be secured from its system.

RULE 25

Bills shall be rendered monthly by the electric company and shall designate the readings of the meter at the beginning and end of the time for which the bill is rendered, the amount used during the month, and the dates at which readings were taken.

RULE 26

Gas and electric companies shall furnish printed instructions as to the method of reading meters, and post copies of the same in a conspicuous place near the meter. They shall also have their meter readers instruct all customers in the correct method of reading their meters, and shall have their meter readers present to customers at the time meter is read a duplicate record of his reading, which shall give the present reading, the previous reading, the consumption for the month just passed, the consumption for the previous month, and the dates of the readings.

[Rules 1 to 24 inclusive, were adopted June 3, 1911, and went into effect September 3, 1911. Rules 20A, 25 and 26 were adopted September 12, 1911, and went into effect October 15, 1911.]

SAFETY REGULATIONS FOR ELECTRIC UTILITIES

[Adopted December 2, 1911]

The following regulations are issued for electric utilities in this state, for the purpose of protecting the lives of employees and securing greater safety for the public:

GENERAL RULES

1. All generators and motors operating at a potential above 500 volts shall have their base frames permanently and effectively grounded and be provided with name-plates giving their normal voltage and speed.
2. All switchboards controlling lines operating at a potential above 500 volts shall have suitable insulating platforms or rubber mats placed in front of them, and extending the whole length of the board.
3. The casings of all power and lighting transformers within power stations and substations shall be permanently and effectively grounded.
4. Transformer secondaries of distributing systems for lighting service shall be grounded in such a manner as to prevent a fatal accident in case the primary and secondary come in contact with each other.
5. Foremen shall be instructed to see that safety belts are used by all linemen when they are working on poles or other structures.
6. No employee in any department shall be allowed to go on shift if he reports for duty in such physical or mental condition that his personal safety or the safety of others may be endangered by assuming his duties in such condition.
7. No employee in any department shall be allowed to work under such conditions that his personal safety or the safety of others may be endangered, due to his incompetence or inexperience.

HIGH-TENSION SYSTEMS

8. All electric utilities operating systems at pressures above 5,000 volts shall prepare regulations for the protection of their employees, such regulations to be printed and issued to each employee.
9. The printed regulations shall show plainly the organization of the company so that each employee may know what are his own duties and responsibilities and the duties and responsibilities of each official of the company.
10. "Resuscitation from Electric Shock" rules shall be posted, and boxes with first-aid medical supplies shall be maintained in all company power houses, substations, and patrol houses.
11. All employees shall be instructed in the treatment for electric shock.

HIGH-TENSION POWER STATIONS

12. No work shall be done on apparatus or structures where the workman's person is necessarily nearer to any part unprotected under

voltage than the distances specified below, and for intermediate voltages proportional distances:

On 100,000-volt lines or apparatus.....	6 feet
On 60,000-volt lines or apparatus.....	4 feet
On 20,000-volt lines or apparatus.....	3 feet
On 5,000-volt lines or apparatus.....	2 feet

13. No visitors shall be allowed in a high-tension power station or substation unattended. They must be conducted by a station attendant or other employee.

14. All lines or apparatus shall be grounded and short-circuited after being disconnected from the source of voltage, before work may be done on such parts, or at a distance from them less than that specified in 12.

HIGH-TENSION STATION OPERATORS

15. Station and substation operators shall keep a log-book or report, showing when lines entering or leaving their respective stations are cut in or cut out, and as far as possible the reason such cut-in or cut-out occurred.

16. The retiring operator shall call the attention of the relieving operator to any unusual conditions of the station. Upon taking charge the relieving operator shall make an inspection of the station apparatus and then sign the log-book or report in acknowledgment of his being familiar with the conditions at the station.

17. When any line is cut out at the station in order to permit work being done on it, the operator shall place on the switch which controls said line the sign "Men on Line," and shall put a note on the sign stating by whose orders the line was killed and by whose orders the line shall again be put into service. This record shall also be shown on the station log-book or report.

18. In every case where an order is received by telephone or verbally it must be repeated back to the person giving the same and the repetition acknowledged by the person giving the order before permitting men to work on a line.

HIGH-TENSION LINE OPERATION

19. The operation of all high-tension lines shall be in charge of a chief operator or district foreman who shall issue orders for the operation of all disconnecting and oil switches, fuses at branch-line taps, killing lines for repair or other work on lines and in substations.

20. Blocking devices shall be used to prevent the closing of disconnecting switches and circuit breakers, and plainly printed signs "Men on Line" shall be hung on controlling switch in all cases where men are working on high-tension lines.

21. All lines and apparatus shall be considered as under voltage at all times, and no work shall be done except in accordance with the following rules:

First—The man in charge of the work shall ask for the line or apparatus in person or by telephone to the station or stations controlling the line, stating the nature of the work to be done.

Second—After the station operator has the section of line or apparatus killed and protected by open disconnecting switches, he shall record the name of the man who has called for the line on the log-sheet or report.

Third—The operator shall then tell the man in charge of the work that the line is dead, and that it will be kept dead until he reports either in person or by telephone that he is clear.

Fourth—When the work has been completed the man who called for the line shall report clear to the station or stations at which he was marked up, either by telephone or in person. The operator shall then mark the time of clearing on the log-sheet or report.

22. Line-disconnecting switches must always be regarded as being under voltage and handled accordingly.

HIGH-TENSION LINE REPAIRS AND MAINTENANCE

23. No foreman, patrolman, lineman or other person shall be permitted to do any work on a high-tension line without first receiving a statement from the chief operator that the line is dead and grounded and will be kept so until clearance is received.

24. Having received assurance that the line is dead is not sufficient protection, and the workman shall be cautioned to do no work until he tests with grounded wire the line to be worked on.

The method of grounding the line at stations shall be as follows:

Cables of sufficient length and with a carrying capacity equal to the line shall be provided. Carefully ground one end of the cable, then attach the grounded wire to the conductor to be grounded in such a manner as to make good contact and a good ground.

Ground each conductor separately in the same manner, and if the line can be made alive at more than one point, or where other high-tension lines closely parallel or cross the line to be worked on, then both ends of the line must be grounded. When the work is finished, first detach the ground cables from the lines before disconnecting from the ground.

25. High-tension lines should not approach other pole lines which parallel them nearer than a distance equal to the height of the taller pole line. High-tension lines should not be on the same pole with other wires (except signal or telephone wires used by the company operating the high-tension system).

26. High-tension lines must not be carried so near buildings as to interfere with or endanger the lives of firemen when in the performance of their duties.

27. Trees should not be permitted to stand within striking distance of high-tension lines should they fall toward the line.

TELEPHONE LINES

28. Branch lines may be run to residences, offices or other buildings from a private telephone line which is on the same poles with a high-tension system, but in all such cases such branch lines must be protected by fuses and ground protectors. Such branch lines, however, shall not be permanently connected to the main telephone line, but connection must be made to same by attendant at substation or power station when required and always disconnected when not in use.

29. Insulated platforms should be placed beneath all such telephones in offices, residences, substations, and power stations to protect the users of same.

30. No telephone wires shall be strung on high-tension pole lines while the high-tension lines are under voltage.

HIGH-TENSION LINE CROSSINGS

31. In all cases where high-tension lines cross other lines, some method of protecting the low-tension lines must be adopted. One of the methods suggested in the "National Electric Code" for 1911, Rule 13, or some other method equally as good, will be accepted.

32. When 1,000 to 5,000-volt feeder lines are carried on the same poles with low-tension distributing lines, service wires and telephone wires, the former shall be placed at least three feet above the other lines.

INDEX TO RAILROAD COMMISSION REPORT

A

	PAGE
Accident Report, Railroads, for Year 1912.....	208
Accounting Rulings.....	224
Actual Savings.....	7
Administrative Rulings.....	219-224
Alvord, Cal., to Mina, Nevada, Minimum Weights on Hay, Carloads.....	49
American Express Company, Annual Reports of.....	189-200
American Express Company in Nevada, Express Rates on Fruits and Vegetables on the Line of... 51	
Annual Report of Free or Reduced-Rate Transportation Issued During Years 1911 and 1912....	204-207
ANNUAL REPORTS OF RAILROADS OPERATING IN NEVADA, FOR YEARS ENDING	
JUNE 30, 1911 AND JUNE 30, 1912.....	75-172
Average Daily Compensation of Employees.....	136-138
Balance Sheet, Comparative.....	130-135
Bonds and Stocks Owned.....	107-108
Capital Stock.....	78-79
Capital Stock per Mile of Road.....	81-82
Carrier, Character of.....	77
Comparative General Balance Sheet.....	130-135
Consumption of Fuel by Locomotives.....	167
Deductions from Gross Corporate Income.....	91-94
Directors of Railroad Companies in Nevada.....	168-172
Equipment and Road, Investment.....	82-84
Fuel, Consumption of, by Locomotives.....	167
Funded Debt.....	80-81
Funded Debt per Mile of Road.....	81-82
General Expenses.....	124-126
General Statistics.....	139-147
Income Account.....	85-96
Income Account, Central Pacific Railway.....	106
Income Account, Nevada and California Railway.....	106
Insurance Funds.....	109-110
Investment per Mile of Road.....	84
Maintenance of Equipment Expenses.....	113-117
Maintenance of Way and Structures Expenses.....	110-113
Mileage, Nevada.....	78
Mileage, Total.....	78
Officers of Railroad Companies Operating in Nevada.....	168-172
Operating Expenses.....	110-129
Operating Revenues.....	98-105
Other Funds.....	109-110
Other Income.....	88-91
Profit and Loss Account.....	97
Recapitulation of Operating Expenses.....	126-129
Revenues, Operating.....	98-105
Road and Equipment, Investment.....	82-84
Shareholders, Number of.....	77
Sinking Funds.....	109-110
Statistics, General.....	139-147
Statistics, Tonnage.....	148-162
Stocks and Bonds Owned.....	107-108
Taxes.....	163-166
Tonnage Statistics.....	148-162
Traffic Expenses.....	117
Transportation Expenses.....	117-124

	PAGE
ANNUAL REPORTS OF TELEGRAPH, TELEPHONE, EXPRESS, CAR COMPANIES AND ELECTRIC RAILWAYS FOR YEARS 1911 AND 1912.....	189-200
Assets and Liabilities.....	193
Capital Stock.....	191-192
Cost of Plant and Equipment.....	193
Deductions from Gross Corporate Income, Total.....	196
Directors and Officers, List of.....	197-200
Dividends Paid.....	196
Equipment and Plant, Cost of.....	193
Funded Debt.....	192
Gross Corporate Income.....	195
Gross Earnings from Operation.....	194
Income Account.....	194-195
Income, All Other.....	195
Liabilities and Assets.....	193
Net Corporate Income.....	196
Net Operating Income or Deficit.....	194
Officers and Directors, List of.....	197-200
Operating Expenses.....	194
Plant and Equipment, Cost of.....	193
Taxes Paid.....	195
Atchison, Topeka and Santa Fe Railway, Annual Reports.....	75-172
Authorities to Name Rates on Less than Thirty Days' Notice.....	209-218

B

Balance Lot Shipment of Lumber Moving from Truckee, Cal., to Goldfield, Nevada.....	59
Beer, Less than Carload, Rates on, Reno to Points on the Nevada and California Branch of the Southern Pacific Company.....	63
Beer, Rates on Less-than-Carload Shipments of, Moving from Reno to Mina, Nevada.....	73
Beer, Rates on Less-than-Carload Shipments of, Moving from Reno to Thorne, Nevada.....	73
Benefited, The Whole State.....	5
Brick, Carloads, Rates on, Carson City to Tonopah, Nevada.....	69
Brick, Carloads, Rate on, Reno to Tonopah, Nevada.....	63
Bridgeport Telephone and Telegraph Company, Annual Reports of.....	189-200
Bullfrog-Goldfield Railroad, Annual Reports of.....	75-172

C

California and Oregon Telegraph Company, Annual Reports of.....	189-200
California Commercial Interests Opposed.....	4
Car Companies, Annual Reports of.....	189-200
Carson City, Nevada, Coal Rates, Rock Springs, Wyo., to.....	61
Carson City, Nevada, Wabuska to, Passenger Fare.....	58
Carson City to Tonopah, Nevada, Rates on Brick, Carloads.....	69
Case, Reno, Primary Object of the.....	4
Case, The Reno.....	3
Cases and Correspondence.....	12-74
Cases, Court, Still Undecided.....	11
Central Pacific Railway, Annual Reports of.....	75-172
Charge for Installation of Telephone Service in Reno, Nevada.....	50
Charge for Loss of Excess Baggage Charge Receipt at Reno, Nevada.....	59
Chicago, Effect of Low Rates from.....	6
Claim for Loss of Freight in Transit, Failure to Answer Correspondence Relative to.....	62
Class and Commodity Rates, Various, Between Points on the Eureka-Nevada Railway.....	66
Classification, Western, No. 50, Changes in Exceptions to.....	70
Coal, Diversion Charges on Shipment of, Rock Springs, Wyo., to Mina, Nevada.....	48
Coal Rates, Rock Springs, Wyo., to Carson City, Nevada.....	61
Coal Rates, Utah and Wyoming Points to Points in Nevada.....	69
"C. O. D." Express Shipments, Wabuska to Fallon, Nevada.....	51
Commercial Interests Opposed, California.....	4
Commission, Comparison with Cost of.....	7
Commission, Work of the, Increasing.....	11
Commissions, Comparative Cost of.....	8-10
Commodity Rates on Main Line of Southern Pacific Company in Nevada.....	64
Commodity Rates, Various, Between Points on the Tonopah and Goldfield Railroad.....	65
Commodity Rates, Various Class and, Between Points on the Eureka-Nevada Railway.....	66

	PAGE
Comparative Cost of Commission.....	8-10
Comparison with Cost of Commission.....	7
Complaints, Many Acted Upon.....	7
Complexity of Problem, Extent and.....	5
Compromise Rejected.....	8
Consolidated Power and Telephone Company, Annual Reports of.....	189-200
Construction, New Railroad.....	11
Correspondence, Cases and.....	12-74
Correspondence Relative to Loss of Freight in Transit, Failure to Answer.....	62
Cost of Commission, Comparison with.....	7
Cost of Commissions, Comparative.....	8-10
Cost of Making Improvements on Spur Track of Nevada Gas Company, in Tonopah, Nevada.....	66
Court Cases Still Undecided.....	11

D

Delays in Receipt of Mail at Virginia City Account of Failures in Making Train Connections at Reno.....	71
Deposit Required by Telephone Company on Installation of Service, Regarding Refund of.....	70
Deposit Required for Installation of Service by Pacific Telephone and Telegraph Company.....	68
Discontinuance of Telephone Service to the Public.....	55-56
DISSENTING OPINION IN PASSENGER RATE CASE.....	36-48
Case Involves the Same Principles, The.....	37
Commission Not a Legislature.....	38
Comparisons.....	44-45
Comparisons by Groups of States.....	37
Different from General Laws.....	46
Discrimination, The Principle of Grouping Means.....	43
Experiment, An Unsafe.....	47
Facts Not in the Record, Based Upon.....	37
Figures Not the Issue.....	46
Illustration of Discriminatory Feature.....	43-44
Issue Made, The.....	39-40
Law, A Serious Mistake in.....	41
Legislative Modes of Procedure.....	38
Lines, The Two Always Considered Separate.....	40
Lines, The Two Treated as One.....	38-39
Main Line, Effect of a Three-Cent Fare on.....	42
Majority Opinion Formidable in Appearance.....	36
Most of It Immaterial.....	36-37
Nevada and California Railway, Transfer of.....	40-41
Nevada and California Unprofitable.....	44
Order Is Inseparable, The.....	46
Order, No Reason for Such an.....	46
Order, The.....	45-46
People, The Branch Line.....	42
Policy Bad for This State.....	45
Position Indefensible in Law.....	41
Position Not Clear.....	41
Position Untenable in Law.....	42
Question of Principle.....	47
Rates in Opposite Directions on Same Line.....	44
Rates on Branch Line May Be Lower.....	44
Record Does Not Sustain Order.....	38
Roads, The Custom of Grouping.....	43
Rule, If Sound, Must Work in All Cases.....	43
Rule, The Wisconsin.....	45
Suit, Certain To Be a.....	47
Summary and Conclusion.....	47-48
System, The Two Lines as a.....	38
Tables, Effect of the.....	37-38
Tables Prove Nothing in This Case.....	37
Technicality, A Thin.....	42
Value for Taxation.....	42
Diversion Charges on Shipment of Coal, Rock Springs, Wyo., to Mina, Nevada.....	48

E

	PAGE
Effect of Low Rates from Chicago	6
Electric Railways, Annual Reports of	189-200
Elko County Telephone and Telegraph Company, Annual Reports of	189-200
Eureka-Nevada Railway, Annual Report of	75-172
Eureka-Nevada Railway, Rates on Surfaced Lumber, Carload Lots, Between Points on	72
Eureka-Nevada Railway, Various Class and Commodity Rates Between Points on the	66
Exceptions to Western Classification No. 50, Changes in	70
Excess Baggage Charge Receipt, Charge for Loss of, at Reno, Nevada	59
Excessive Fourth-Class Rate, Reno to Fallon, Nevada	59
Expense, A Maximum of	12
Expenses, General, of Railroad Commission for Year 1912	208
Express Companies, Annual Reports of	189-200
Express Rates on Fruit and Vegetables on the Lines of the American Express Company in Nevada	51
Express Companies, "C. O. D." Charges, Wabuska to Fallon, Nevada	51
Extent and Complexity of Problem	5

F

Fallon, Nevada, Excessive Fourth-Class Rate, Reno to	59
Fallon, Nevada, Overcharges on Less-than-Carload Freight, Moving from Reno to	72
Fallon, Nevada, Overcharges on Less-than-Carload Shipments, Reno to	71
Fallon, Nevada, Relative to Fourth-Class Freight Rate, Reno to, as Applicable to Reparation Cases	62
Fallon, Nevada, Wabuska to, "C. O. D." Express Shipments	51
Fares, Local Rates and	6
Fares, Special Reduced, for Students Traveling Between Interstate Points	72
Free or Reduced-Rate Transportation Issued During Years 1911 and 1912, Annual Reports of	204-207
Freight, Loss of, in Transit, Failure to Answer Correspondence Relative to Claim for	62
Freight Rates, Commodity, Passenger and, on the Nevada Northern Railway	52-55
Freight-Train Service, Unsatisfactory, Goldfield to Tonopah, Nevada	70
Fruits and Vegetables, Express Rates on, on the Lines of the American Express Company in Nevada	51
"Full Train-Crew Laws," Violation of, by the Southern Pacific Company	58
"Full Train-Crew Laws," Violation of, by the Tonopah and Goldfield Railroad	49

G

General Expenses of Railroad Commission for Year 1912	208
General Rulings	226
Globe Express Company, Annual Reports of	189-200
Golconda Telephone and Power Company, Annual Reports of	189-200
Goldfield Consolidated Milling and Transportation Company, Annual Reports of	75-172
Goldfield, Nevada, Balance Lot Shipment of Lumber Moving from Truckee, Cal., to	59
Goldfield, Nevada, Overcharges on Sewer Pipe, Lincoln, Cal., to	60
Goldfield, Nevada, Reno to, Grain Rates	48
Goldfield, Nevada, Reno to, Grain Rates	57
Goldfield, Nevada, Switching Charges at	57
Goldfield to Tonopah, Nevada, Unsatisfactory Freight-Train Service	70
Grain Rates, Reno to Goldfield, Nevada	48
Grain Rates, Reno to Goldfield, Nevada	57

H

Hay, Carloads, Alvord, Cal., to Mina, Nevada, Minimum Weights on	49
Hearing, The May	3

I

Intrastate Gross Earnings of Railroads Operating in Nevada, Monthly Reports of	173-188
--	---------

J

Juab, Utah, to Yerington, Nevada, Overcharge on Trunk Shipped from	67
--	----

L

Las Vegas and Tonopah Railroad, Annual Reports	75-172
Las Vegas to St. Thomas, Nevada, and Return, Special Train Service	71
Law, Full-Crew, Violation of, by the Tonopah and Goldfield Railroad	49
Law, Railroad Commission	229-247
Laws, "Full Train-Crew," Violation of by the Southern Pacific Company	58
Leete to Various Other Nevada Points, Rates on Salt, Carloads	63
Lincoln, Cal., to Goldfield, Nevada, Overcharges on Sewer Pipe, Carloads	60

	PAGE
Live Stock, Released Valuations on, Nevada-California-Oregon Railway	48
Local Rates and Fares	6
Lumber, Balance Lot Shipment of, Moving from Truckee, Cal., to Goldfield, Nevada	59
Lumber Rates, Reno to Virginia City, Nevada	60
Lumber, Surfaced, Carload Lots, Rates on, Between Points on Eureka-Nevada Railway	72
Lux to Reno, Nevada, Rate on Potatoes, Carloads	63

M

Mail, Delays in Receipt of, at Virginia City, Account of Failures in Making Train Connections at Reno	71
Main Line of Southern Pacific Company in Nevada, Commodity Rates on	64
Maximum of Expense, A	12
Mina, Nevada, Alvord, Cal., to, Minimum Weights on Hay, Carloads	49
Mina, Nevada, Rates on Less-than-Carload Shipments of Beer, from Reno, Nevada	73
Mina, Nevada, Rock Springs, Wyo., to, Diversion Charges on Shipment of Coal	48
Minimum Weights on Hay, Carloads, Alvord, Cal., to Mina, Nevada	49
Moapa Valley Telephone Company, Annual Report of	189-200
Monthly Reports of Intrastate Gross Earnings of Railroads Operating in Nevada	173-178

N

Nevada and California Railway, Annual Reports of	75-172
Nevada and California Railway Branch of the Southern Pacific Company, Less-than-Carload Rates on Beer, Reno to Points on the	63
Nevada-California-Oregon Railway, Annual Reports	75-172
Nevada-California-Oregon Railway, Released Valuations on Live Stock	48
Nevada Central Railroad, Annual Reports	75-172
Nevada, Coal Rates, Utah and Wyoming Points to Points in	69
Nevada Consolidated Telephone and Telegraph Company, Annual Report of	189-200
Nevada Copper Belt Railroad, Annual Reports of	75-172
Nevada Copper Belt Railroad, Switching Rates on the, Between Wabuska and Thompson, Nevada	73-74
Nevada Gas Company, Spur Track of, in Tonopah, Nevada, Cost of Making Improvements	66
Nevada Interurban Railway, Annual Reports of	189-200
Nevada Northern Railway, Annual Reports of	75-172
Nevada Northern Railway, Passenger and Commodity Freight Rates on the	52-55
Nevada Northern Railway, Telegraph Department, Annual Reports of	189-200
Nevada Northern, Reductions of	7
Nevada, Passenger Rates on the Southern Pacific Company in	12-48
Nevada Points, Leete to Various Other, Rates on Salt, Carloads	68
Nevada Telephone-Telegraph Company, Annual Reports of	189-200
Nevada, University of, Telephone Charges for Service at the	52
Nevada, Wages of Telephone Operators in	67
Nevada, Western Union Telegraph Rates Between Points in	68
Newburgh, N. Y., to Rhyolite, Nevada, Overcharge on Shipment of Pipe Fittings and Connections	59
Newburgh, N. Y., to Rhyolite, Nevada, Reparation on Shipment of Pipe	57
Northern Nevada Telegraph and Telephone Company, Annual Reports of	189-200

O

Oddie, Hon. T. L., Report Addressed to	3
Opinion, Dissenting, in Passenger Rate Case	36-48
Overcharge, Alleged, on Shipment of Piano Boxes from Reno to Thorne, Nevada	69
Overcharge on Shipment of Pipe Fittings and Connections, Newburgh, N. Y., to Rhyolite, Nevada	59
Overcharge on Trunk Shipped from Juab, Utah, to Yerington, Nevada	67
Overcharges on Less-than-Carload Shipments Moving from Reno to Fallon, Nevada	72
Overcharges on Less-than-Carload Shipments, Reno to Fallon, Nevada	71
Overcharges on Sewer Pipe, Carloads, Lincoln, Cal., to Goldfield, Nevada	60

P

Pacific Telephone and Telegraph Company, Annual Reports of	189-200
Pacific Telephone and Telegraph Company, Deposit Required for Installation of Telephone Service by	68
Passenger and Commodity Freight Rates on the Nevada Northern Railway	52-55
Passenger Fare, Wabuska to Carson City, Nevada	58
PASSENGER RATES ON THE SOUTHERN PACIFIC COMPANY IN NEVADA	12-48
Assignment of Earnings, Expenses, Value and Net Income to Intrastate, Interstate and All-Passenger Business	33-35

	PAGE
Capitalization and Reproduction Values.....	24
Comparative Review of Railroad Statistics.....	20
Conclusion.....	35
Consideration of the Facts.....	17-18
Cost of Operation.....	26
Cost, Question of Excess—Local Business.....	31-33
Fare, The Effect of a Three-Cent.....	35
Fares, Consideration of Local, Within Nevada.....	23-29
Fares, Why Passenger, Should Not Exceed Two Cents a Mile.....	26-27
Intervener's Contention, The.....	15-16
Intervener's Exhibits.....	16-17
Net Income Returns.....	25
Nevada Business Highly Profitable.....	30
Operating Results Within Nevada.....	30-31
Opinion and Order.....	13-36
Order.....	35-36
Population and Operating Detail for Ten-Year Period.....	20-23
Population and Traffic, Regarding Density of.....	19
Rates and Fares Excessive in Intermountain Territory.....	25
Reproduction, Cost of—Southern Pacific Company (Within Nevada).....	31
Safety and Economy, Consideration of Greater.....	27-28
Traffic, In Re Division of Revenue on Through.....	33
Passenger-Train Service on the Churchill-Mound House Branch of the Southern Pacific Company.....	50
Passenger-Train Service on the Wadsworth Branch of the Southern Pacific Company.....	60
Piano Boxes, Alleged Overcharge on Shipment of, Reno to Thorne, Nevada.....	60
Pipe Fittings and Connections, Overcharge on Shipment of, Newburgh, N. Y., to Rhyolite, Nevada.....	50
Pipe, Reparation on Shipment of, Newburgh, N. Y., to Rhyolite, Nevada.....	57
Postal Telegraph-Cable Company, Annual Reports of.....	189-200
Potatoes, Carloads, Rate on, Lux to Reno, Nevada.....	63
Practice, Rules of.....	247-254
Problem, Extent and Complexity of.....	5
Progress Made, Good.....	6
Pullman Company, The, Annual Reports of.....	189-200
R	
Railroad Commission Law.....	223-247
Railroad Construction, New.....	11
Railroad Valuations.....	8
Rate, Excessive Fourth-Class, Reno to Fallon, Nevada.....	59
Rate on Brick, Carloads, Reno to Tonopah, Nevada.....	63
Rate on Potatoes, Carloads, Lux to Reno, Nevada.....	63
Rate, Relative to Fourth-Class Freight, Reno to Fallon, Nevada, as Applicable to Reparation Cases.....	62
Rates and Fares, Local.....	6
Rates, Coal, Rock Springs, Wyo., to Carson City, Nevada.....	61
Rates, Coal, Utah and Wyoming Points to Points in Nevada.....	69
Rates, Commodity, on Main Line of Southern Pacific Company in Nevada.....	64
Rates, Express, on Fruits and Vegetables on Lines of the American Express Company in Nevada.....	51
Rates from Sacramento Eastward.....	5
Rates, Grain, Reno to Goldfield, Nevada.....	48
Rates, Grain, Reno to Goldfield, Nevada.....	57
Rates, Low, Effect of, from Chicago.....	6
Rates, Lumber, Reno to Virginia City, Nevada.....	60
Rates on Beer, Less-than-Carload, Reno to Points on the Nevada and California Railway Branch of the Southern Pacific Company.....	63
Rates on Brick, Carloads, Carson City to Tonopah, Nevada.....	69
Rates on Less-than-Carload Shipments of Beer, Reno to Mina, Nevada.....	73
Rates on Less-than-Carload Shipments of Beer, Reno to Thorne, Nevada.....	73
Rates on Salt, Carloads, Leete to Various Other Nevada Points.....	68
Rates on Surfaced Lumber, Carloads, Between Eureka-Nevada Railway Points.....	72
Rates on Wood in Carloads, from Reno, Nevada, to points on the Virginia and Truckee Railway.....	51
Rates, Passenger and Commodity Freight, on the Nevada Northern Railway.....	62-65
Rates, Passenger on the Southern Pacific Company in Nevada.....	12-48
Rates, Should Have Been Better Than Terminal.....	6
Rates, Switching, on the Nevada Copper Belt Railroad, Between Wabuska and Thompson, Nevada.....	73-74

	PAGE
Rates, Various Class and Commodity, Between Points on the Eureka-Nevada Railway.....	66
Rates, Various Commodity, Between Points on the Tonopah and Goldfield Railroad.....	65
Rates, Western Union Telegraph, Between Points in Nevada.....	68
Reductions on Nevada Northern.....	7
Rejected, Compromise.....	3
Reno Case, Primary Object of the.....	4
Reno Case, The.....	3
Reno, Nevada, Charge for Installation of Telephone Service in.....	50
Reno, Nevada, Charge for Loss of Excess Baggage Charge Receipt at.....	59
Reno, Nevada, Delays in Receipt of Mail at Virginia City Account of Failure in Making Train Connections at.....	71
Reno, Nevada, Rate on Potatoes, Carloads, Lux, Nevada, to.....	63
Reno, Nevada, Regarding Installation of Telephone Service to Party in.....	62
Reno to Fallon, Nevada, Excessive Fourth-Class Rate.....	59
Reno to Fallon, Nevada, Overcharges on Less-than-Carload Shipments.....	71
Reno to Fallon, Nevada, Overcharges on Less-than-Carload Shipments from.....	72
Reno to Fallon, Nevada, Relative to Fourth-Class Freight Rates, as Applicable to Reparation Cases.....	62
Reno to Goldfield, Nevada, Grain Rates.....	48
Reno to Goldfield, Nevada, Grain Rates.....	57
Reno to Mina, Nevada, Rates on Less-than-Carload Shipments of Beer.....	73
Reno to Points on the Nevada and California Branch of the Southern Pacific Company, Rates on Beer, Less-than-Carload.....	63
Reno to Points on the Virginia and Truckee Railway, Rates on Wood.....	51
Reno to Thorne, Nevada, Alleged Overcharge on Shipment of Piano Boxes.....	69
Reno to Thorne, Nevada, Rates on Less-than-Carload Shipments of Beer.....	73
Reno to Tonopah, Nevada, Rate on Brick, Carloads.....	63
Reno to Virginia City, Nevada, Lumber Rates.....	60
Reno Traction Company, Annual Reports of.....	189-200
Reparation Cases, Relative to Fourth-Class Freight Rate, Reno to Fallon, Nevada, as Applicable to.....	62
Reparation on Shipment of Pipe, Newburgh, N. Y., to Rhyolite, Nevada.....	57
Report, Accident, Railroads, for Year 1912.....	203
Results Attained, Substantial.....	4
Rhyolite, Nevada, Newburgh, N. Y., to, Overcharge on Shipment of Pipe Fittings and Connections.....	59
Rhyolite, Nevada, Newburgh, N. Y., to, Reparation on Shipment of Pipe.....	57
Rock Springs, Wyo., to Carson City, Nevada, Coal Rates.....	61
Rock Springs, Wyo., to Mina, Nevada, Diversion Charges on Shipment of Coal.....	48
Round-Trip Tickets on Virginia and Truckee Railway, Acceptance of Scrip in Exchange for.....	49
Rules of Practice.....	247-254
Rulings, Accounting.....	224
Rulings, Administrative.....	219-224
Rulings, General.....	226
Rulings, Tariff.....	224-227

8

St. Thomas, Nevada, and Return, Special Train Service, Las Vegas to.....	71
Sacramento Eastward, Rates from.....	5
Salt, Carloads, Rates on Leete to Various Other Nevada Points.....	68
San Pedro, Los Angeles and Salt Lake Railroad, Annual Reports of.....	75-172
Savings, Actual.....	7
Schurz, Nevada, Station Service at.....	50
Scrip, Acceptance of in Exchange for Round-Trip Tickets on Virginia and Truckee Railway.....	49
Searchlight and Western Telephone Company, Annual Reports of.....	189-200
Service, Passenger-Train, on Churchill-Mound House Branch of Southern Pacific Company.....	50
Service, Passenger-Train, on Wadsworth Branch of Southern Pacific Company.....	60
Service, Regarding Refund of Deposit Required by Telephone Company on Installation of.....	70
Service, Special Train, Las Vegas to St. Thomas, Nevada, and Return.....	71
Service, Station, at Schurz, Nevada.....	50
Service, Telephone, Charge for Installation of, in Reno, Nevada.....	50
Service, Telephone, Charges for, at the University of Nevada.....	52
Service, Telephone, Deposit Required for Installation of, by Pacific Telephone and Telegraph Company.....	68
Service Telephone, Discontinuance of, to the Public.....	55-66

	PAGE
Service, Telephone, to Party in Reno, Nevada, Regarding Installation of.....	62
Service, Unsatisfactory Freight-Train, Goldfield to Tonopah, Nevada.....	70
Settlement, Not a Final.....	4
Sewer Pipe, Carloads, Overcharges on, Lincoln, Cal., to Goldfield, Nevada.....	60
Silver Peak Railroad, Annual Reports of.....	75-172
Southern Pacific Company, Annual Reports of.....	75-172
Southern Pacific Company in Nevada, Commodity Rates on Main Line of.....	64
Southern Pacific Company in Nevada, Passenger Rates on the.....	12-48
Southern Pacific Company, Less-than-Carload Rates on Beer, Reno to Points on the Nevada and California Branch of the.....	63
Southern Pacific Company, Train Service on the Churchill-Mound House Branch of the.....	50
Southern Pacific Company, Passenger-Train Service on Wadsworth Branch.....	80
Southern Pacific Company, Violation of "Full Train-Crew Laws," by the.....	58
Spur Track of Nevada Gas Company, in Tonopah, Nevada, Cost of Making Improvements on.....	66
State Benefited, The Whole.....	5
Station Service at Schurz, Nevada.....	50
Students, Special Reduced Fares, for, Between Interstate Points.....	72
Substantial Results Attained.....	4
Switch Charges at Goldfield, Nevada.....	57
Switching Charges at Thompson, Nevada.....	61
Switching Rates on the Nevada Copper Belt Railroad, Between Wabuska and Thompson, Nevada.....	73-74

T

Tariff Rulings.....	224-227
Telegraph Companies, Annual Reports of.....	189-200
Telegraph Rates, Western Union, Between Points in Nevada.....	68
Telephone Charges for Service at University of Nevada.....	52
Telephone Companies, Annual Reports of.....	189-200
Telephone Company, Regarding Refund of Deposit Required by, on Installation of Service.....	70
Telephone Operators in Nevada, Wages of.....	67
Telephone Service, Deposit Required for Installation of, by Pacific Telephone and Telegraph Company.....	68
Telephone Service, Discontinuance of, to the Public.....	55-56
Telephone Service in Reno, Nevada, Charge for Installation.....	50
Telephone Service to Party in Reno, Nevada, Regarding Installation of.....	62
Terminal Rates, Should Have Been Better Than.....	6
Thompson, Nevada, Switching Charges at.....	61
Thompson, Nevada, Switching Rates on the Nevada Copper Belt Railroad Between Wabuska and.....	73-74
Thorne, Nevada, Alleged Overcharge on Shipment of Piano Boxes, Reno to.....	69
Thorne, Nevada, Rates on Less-than-Carload Shipment of Beer, from Reno to.....	73
Tickets, Round-Trip, on the Virginia and Truckee Railway, Acceptance of Scrip in Exchange for.....	49
Tonopah and Goldfield Railroad, Annual Reports of.....	75-172
Tonopah and Goldfield Railroad, Various Commodity Rates Between Points on the.....	65
Tonopah and Goldfield Railroad, Violation of the "Full-Crew Law" by the.....	49
Tonopah and Tidewater Railroad, Annual Reports of.....	75-172
Tonopah, Nevada, Cost of Making Improvements on Spur Track of Nevada Gas Company, in.....	66
Tonopah, Nevada, Rate on Brick, Carloads, Reno to.....	63
Tonopah, Nevada, Rates on Brick, Carloads, Carson City to.....	69
Tonopah, Nevada, Unsatisfactory Freight Train Service, Goldfield, to.....	70
Train Service, Special, Las Vegas to St. Thomas, Nevada and Return.....	71
Truckee, Cal., to Goldfield, Nevada, Balance Lot Shipment of Lumber from.....	59
Trunk Shipped from Juab, Utah, to Yerington, Nevada, Overcharge on.....	67

U

University of Nevada, Telephone charges for Service at the.....	52
Utah and Wyoming Points to Points in Nevada, Coal Rates.....	69
Utah, Nevada and Idaho Telephone Company, Annual Reports of.....	189-200

V

Valuation, Railroad.....	8
Valuations, Released, on Live Stock, Nevada-California-Oregon Railway.....	48
Vegetables, Fruits and, Express Rates on, on Lines of American Express Company in Nevada.....	51
Violation of "Full-Crew Laws" by the Southern Pacific Company.....	58
Violation of the "Full-Crew Law" by the Tonopah and Goldfield Railroad.....	49
Virginia and Truckee Railway, Acceptance of Scrip in Exchange for Round-Trip Tickets on the.....	49
Virginia and Truckee Railway, Annual Reports of.....	75-172

	PAGE
Virginia and Truckee Railway, Rates on Wood in Carloads from Reno to Points on the	51
Virginia City, Nevada, Delays in Receipt of Mail at, Account Failure in Making Train Connections at Reno.....	71
Virginia City, Nevada, Lumber Rates, Reno to	60

W

Wabuska to Carson City, Nevada, Passenger Fare.....	58
Wabuska to Fallon, Nevada, "C. O. D." Express Shipments	51
Wabuska to Thompson, Nevada, Switching Rates Between	73-74
Wadsworth Branch of Southern Pacific Company, Passenger-Train Service on.....	60
Wages of Telephone Operators in Nevada.....	67
Weights, Minimum, on Hay, Carloads, Alvord, Cal., to Mina, Nevada	49
Wells, Fargo & Company Express, Annual Reports of	189-200
Western Pacific Railway, Annual Reports of	75-172
Western Union Telegraph Company, Annual Reports of	189-200
Western Union Telegraph Company, Rates Between Points in Nevada	68
White Pine Telephone Company, Annual Reports of	189-200
Wood, Carloads, Rates on, from Reno, Nevada, to Virginia and Truckee Railway Points.....	51
Work of the Commission Increasing	11
Wyoming Points, Utah and, to Points in Nevada, Coal Rates.....	69

Y

Yerington Electric Company, Annual Reports of	189-200
Yerington, Nevada, Overcharge on Trunk Shipped from Juab, Utah, to.....	67

INDEX TO PUBLIC SERVICE COMMISSION REPORT

	PAGE
A	
An Inexpensive Branch	3
ANNUAL REPORTS OF ELECTRIC AND GAS UTILITIES	35-45
Capital Stock and Funded Debt Outstanding	44
Commercial Consumers	45
Commercial Expenses	41
Consumption Expense	41
Distribution Expense	40
Dividends Declared	38
Equipment and Plant, Total Cost of	43
Funded Debt and Capital Stock Outstanding	44
General Expenses	41
Gross Corporate Income or Deficit	37
Income Account	35-39
Interest on Funded Debt	37
Net Corporate Income or Deficit	38
Nonoperating Revenues	37
Operating Expenses	40-42
Operating Expenses and Taxes, Total	36
Operating Expenses, Total	35
Operating Expenses, Total	42
Operating Revenues, Total	35
Operating Revenues or Deficit, Net	36
Other Deductions from Gross Corporate Income	38
Other Deductions from Net Corporate Income	39
Plant and Equipment, Total Cost of	43
Population of Territory Served	35
Power Expense	40
Ratio of Operating Expenses to Earnings	42
Surplus or Deficit at Close of Year, Total	39
Surplus or Deficit for Year	39
Taxes	36
Transmission and Transformation, Expenses	40
Undistributed Expenses	42
ANNUAL REPORTS OF WATER COMPANIES	23-34
Capital Stock and Funded Debt Outstanding	33
Commercial Expenses	30
Consumers, Number and Classification of	34
Distribution Expenses	30
Dividends Paid	28
Equipment and Plant, Total Cost of	32
Funded Debt and Capital Stock Outstanding	33
General Expenses	31
Gross Corporate Income or Deficit	27
Income Account	25-29
Interest on Funded Debt	27
Net Corporate Income or Deficit	28
Net Operating Revenue or Deficit	26
Nonoperating Revenues	27
Operating Expenses	30-31
Operating Expenses, and Taxes, Total	26
Operating Expenses, Total	25
Operating Expenses, Total	31
Operating Revenues, Total	25
Other Deductions from Gross Corporate Income	28
Other Deductions from Net Corporate Income	29
Plant and Equipment, Total Cost of	32
Population of Territory Served	25
Pumping Expenses	30
Surplus or Deficit at Close of Year, Total	29
Surplus or Deficit for Year	29
Taxes Paid	26
Undistributed Expenses	31

	PAGE
AUSTIN CITY WATER CASE, DECISION IN	4-13
Austin, Conditions in, at Time of Grant	6
Conditions in Austin at Time of Grant	6
Duties of the Water Company	5-6
Fire Main, The Old	10
Fire Protection, Water for	9-10
Hearing, The	4-5
History of Water Company	5
Improvement Necessary	11-12
Opinion and Order	4-13
Order	13
Pipe-Line Improvements	9
Pipe Lines, The Main	8
Pipe Mains Indispensable	11
Position, The Water Company's Strong	12
Present Plant Insufficient	8
Quantity, The	6-8
Rates, Reasonableness of	12-13
Renewal of Franchise in 1907	8
Reservoir, The	8
Reservoirs Needed, Two	8-9
Street Sprinkling	12
Supply, What is a Reasonably Adequate	10
Water Company Bound to Furnish Fire Main	10-11
Water Company, Duties of the	5-6
Water Company, History of	5
Water for Fire Protection	9-10
Water for Flushing Toilets	12
Water, The Quality of	6
Austin Water Company, Annual Reports of	23-24
B	
Branch, An Inexpensive	3
C	
Carson City Coal Gas Company, Annual Reports of	35-45
Carson City Water Company, Annual Reports of	23-34
Case, The Ely	13-14
Cases, Reno Power, Light and Water	61
Cases, The Tonopah	14-16
Complaints Against Utilities	17-22
Considered, Many Cases	13
Consolidated Power and Telephone Company, Annual Reports of	35-45
D	
Department, A New	3
Directors and Officers of Water, Gas and Electric Utilities	46-50
Discrimination Alleged	19
E	
Electric and Gas Service in Nevada, Rules and Regulations for	61-63
Electric Bill, Excessive, Alleged	17
Electric Bill, Overcharge on	21
Electric Light and Power Rates at Tonopah, Nevada, Investigation of	20-21
Electric Service Discontinued	22
Electric Utilities, Annual Reports of	35-45
Electric Utilities, Safety Regulations for	64-67
Elko Water and Light Corporation, Electric Department, Annual Reports of	35-45
Elko Water and Light Corporation, Water Department, Annual Reports of	23-34
Ely Case, The	13-14
Ely Light and Power Company, Annual Reports of	35-45
Ely Water Company, Annual Reports of	23-34
Esmeralda Water and Milling Company, Annual Reports of	23-34
Eureka Water Works, Annual Reports of	23-34
Excessive Electric Bill Alleged	17
Excessive Gas Bill Alleged	17

	PAGE
Excessive Rates, Complaint Against.....	17-18
Excessive Rates for Sewer Service Alleged.....	19
Expenses, General, of the Public Service Commission for Year 1912.....	50

F

Fire Protection, Inadequate, Water Rates and, at Tonopah, Investigation of.....	19-20
---	-------

G

Gas and Electric Service in Nevada, Rules and Regulations for.....	61-63
Gas Bill Excessive, Alleged.....	17
Gas Bills, Overcharge on.....	20
Gas Utilities, Annual Reports of.....	35-45
General Expenses of the Public Service Commission for 1912.....	50
Goldfield Consolidated Water Company, Annual Reports of.....	23-34

H

Hawthorne Water Works, Annual Reports of.....	23-34
---	-------

I

Importance of Work.....	4
Inadequate, Water Service.....	19
Indian Springs Water Company, Annual Reports of.....	23-34
In Good Working Order.....	17

L

Las Vegas Land and Water Company, Annual Reports of.....	23-34
Law, Public Service Commission.....	51-60
Lovelock Light and Power Company, Annual Reports of.....	35-45

M

Manhattan Water Company, Annual Reports of.....	23-34
Many Cases Considered.....	13
Mason Water, Light and Power Company, Electric Department, Annual Reports of.....	35-45
Mason Water, Light and Power Company, Water Department, Annual Reports of.....	23-34
Meter Registered Fast.....	20
Meter Registering Too Fast.....	22

N

Neglect to Provide Protecting Cradle Where High-Tension Line Crosses Telephone and Telegraph Lines.....	21
Nevada-California Power Company, Annual Reports of.....	35-45
Nevada Gas Company, Annual Reports of.....	35-45
New Department, A.....	3

O

Oddie, Hon. T. L., Report Addressed to.....	3
Officers and Directors of Water, Gas and Electric Utilities.....	46-50
Order, In Good Working.....	17
Overcharge on Electric Bill.....	21
Overcharge on Gas Bills.....	20

P

Pacific Power Company, Annual Reports of.....	35-45
Pollution, Stream.....	18-19
Power Rates, Electric Light and, at Tonopah, Investigation of.....	20-21
Progress During 1912.....	1
Public Service Commission, General Expenses of, for Year 1912.....	50
Public Service Commission Law.....	51-60

R

Rates, Complaint Against Excessive.....	17-18
Rates, Electric Light and Power, Investigation of, at Tonopah.....	20-21
Rates for Sewer Service, Excessive, Alleged.....	19
Rates, Water, and Inadequate Fire Protection at Tonopah, Investigation of.....	19-20
Regulations, Bad Voltage.....	20
Regulations for Electric Utilities, Safety.....	64-67
Reno Power, Light and Water Cases.....	16
Reno Power, Light and Water Company, Electric and Gas Departments, Annual Reports of.....	35-45
Reno Power, Light and Water Company, Water Department, Annual Reports of.....	23-34

	PAGE
Ruby Hill Water Works, Annual Reports of.....	23-34
Rules and Regulations for Gas and Electric Service in Nevada.....	61-63

S

Safety Regulations for Electric Utilities.....	64-67
Service, Electric, Discontinued.....	22
Service, Inadequate Water.....	19
Service, Refusal to Furnish Three-Phase.....	21
Service, Sewer, Excessive Rates for, Alleged.....	19
Sewer Service, Excessive Rates for, Alleged.....	19
Steptoe Valley Smelting and Mining Company, Annual Reports of.....	35-45
Stream Pollution.....	18-19

T

Telegraph Lines, Neglect to Provide Protecting Cradle Where High-Tension Line Crosses Telephone and.....	21
Three-Phase Service, Refusal to Furnish.....	21
Tonopah Cases, The.....	14-16
Tonopah, Nevada, Investigation of Electric Light and Power Rates at.....	20-21
Tonopah, Nevada, Investigation of Water Rates and Inadequate Fire Protection at.....	19-20
Tonopah Sewer and Drainage Company, Annual Reports of.....	23-34
Tonopah United Water Company, Annual Reports of.....	23-34
Truckee River General Electric Company, The, Annual Reports of.....	35-45

U

Unsanitary Water Supply Alleged.....	21
Utilities, Complaints Against.....	17-22

V

Virginia and Gold Hill Water Company, Annual Reports of.....	23-34
Virginia Ranch Land and Cattle Company, Annual Reports of.....	23-34
Voltage Regulations, Bad.....	20

W

Water Companies, Annual Reports of.....	23-34
Water Rates and Inadequate Fire Protection at Tonopah, Nevada, Investigation of.....	19-20
Water Service, Inadequate.....	19
Water Supply, Unsanitary, Alleged.....	21
Winnemucca Water and Light Company, Electric Department, Annual Reports of.....	35-45
Winnemucca Water and Light Company, Water Department, Annual Reports of.....	23-34
Wonder Water Company, Annual Report of.....	23-34
Work, Importance of.....	4

Y

Young, S. R., Electric Plant, Annual Report of.....	35-45
---	-------

O

